CYCLE NEWS®

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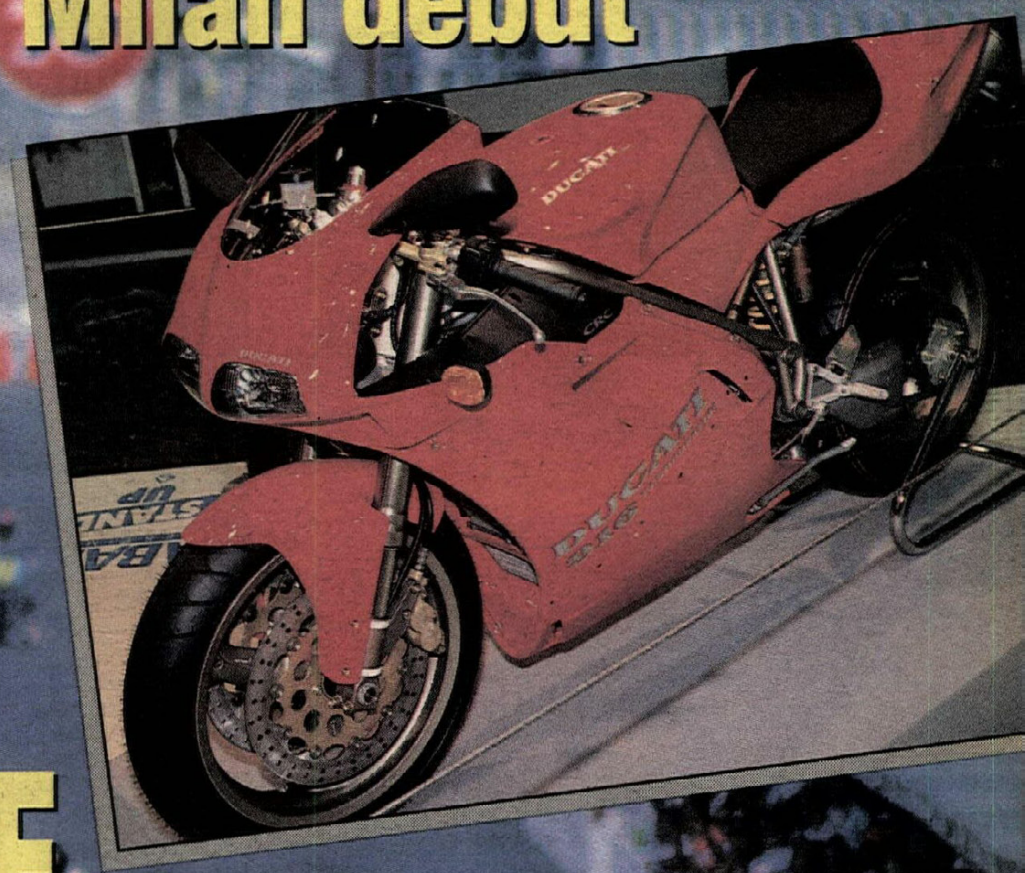
Bella!
Ducati 916 makes Milan debut



AMA/CCS DAYTONA FINALE

Many crowned in Race of Champions

Moto Liberty/Nankai II and Fastline/MCM score big in endurance

TIME DATED MATERIAL
MAILED NOVEMBER 2 1993

IN THE WIND By Papa Wealey

Michigan's **Fritz Kling** (Yam) won the final round of the WERA Fram/Bendix/Autolite Formula USA Series at Road Atlanta in Braselton, Georgia, October 31. Kling finished second to **Dave Sadowski** (Hon) in the first leg and then went on to win the second leg to secure the overall victory. **Chuck Graves** (Suz) wrapped up the series championship after finishing third in the first leg and second in the second leg. Sadowski added a third-place finish in the second leg and ended up second overall. The AirTech Formula II class win and championship went to **Rich Oliver** (Yam) over Chuck **Sorenson** (Yam) and **Kurt Hall** (Yam). In WERA Formula III action, **Rodney Fee** (Hon) took the win over **Thornton McPheeters** (Apr) and **Nicky Hayden** (Hon).

Kurt Hall, Gerald Rothman Jr. and **Steve Patterson** emerged as the big winners from the Suzuki National Cup Series finale at Road Atlanta. Hall won the 1100cc Suzuki Cup, Rothman Jr. won the 750cc Suzuki Cup and Patterson took home the win in the 600cc all-Suzuki class. Rothman Jr. added a second-place finish in the 600cc class and a third-place finish in the 1100cc class, making the New Englander the most successful racer of the day.

Team Suzuki Endurance (Suz) won the final round of the WERA National Endurance Championship at Road Atlanta in Braselton, Georgia, October 29. Team Suzuki Endurance's **Kurt Hall** and **Michael Martin** finished 34 seconds ahead of **Virginia Breeze Racing** (Yam) after four hours of racing.

Recently crowned AMA Grand National Cross Country Champion **Fred Andrews** (Yam) scored the overall win at the Hi-Point National Cross Country in Mt. Morris, Pennsylvania, October 31. Andrews, who clinched the title at the previous round in West Virginia, finished ahead of **Doug Blackwell** (Kaw) and **Jan Hrehor** (Yam).

Todd DeHoop (Hon) sewed up both the 125 and the 250cc/Open class titles with runner-up and third-place finishes, respectively, at the final round of the AMA Dirt Shirts Fall Classic MX Series in Gainesville, Florida, October 31. Kevin Windham (Kaw) was the winner in both classes. In the 125cc division, **Barry Carsten** (Suz) was third ahead of Neese and **Jim Chester** (Yam), and in the 250cc/Open class, **Jim Neese** (Kaw) was second, with **Vince DeVane** (Suz) and **Steve Childress** (Suz) fourth and fifth, respectively.

Team Suzuki Endurance's 92nd endurance victory at Road Atlanta marked the end of the road for long-time team member **Kurt Hall.** Hall, 32, announced his retirement from racing on the winner's rostrum at Road Atlanta. Team captain **John Ulrich** said that Hall was "the best motorcycle endurance racer of all time. Nobody has won so many races, gone so many racing miles, and crashed so few times. It will be very difficult to fill his boots." **Michael Martin** will take over as lead rider for the team in 1994.

Australian **Kel Carruthers** has reached an agreement with Cagiva and will become crew chief for **Doug Chandler** in the 1994 500cc World Championship Road Race Series. Carruthers, who now resides in El Cajon, California, worked as Alberto Puig's crew chief on the Sito Pons-owned Ducados Honda 250cc GP team in 1993. Signing with Cagiva will reunite Carruthers with team manager **Giacomo Agostini**, with whom Carruthers worked when Agostini ran the Marlboro Yamaha team from 1983 to 1989. With riders **Kenny Roberts** and **Eddie Lawson**, Carruthers has won six World Championships as a crew chief, and one as a rider - the 1969 250cc World Championship. "I've talked to Agostini and we've come to an agreement for next year," Carruthers said. "I'm looking forward to renewing my relationship with Ago. The results this year have shown Cagiva's potential, and I'm hoping I can help them gain even better results next year. I'll be working with Doug Chandler and I'm excited about that. Doug turned in some good performances before he got hurt and I'm confident in his ability. We'll do a lot of testing this winter and we'll get him back to where he was before his injuries. When the season starts, we'll be ready."

There were a few incorrect dates listed for the **World Championship Road Race Series** in last week's issue. The season starts on March 27 - not February 27 - in Australia before moving to Malaysia on April 10 and then Japan on April 24. The Spanish round at Jerez is on May 8. The only other incorrect entry was the Unknown GP - which will be held on June 12, not June 6. That race, by the way, will most likely be held in Hockenheim, Germany.

Triumph will unveil all 10 of its 1994 motorcycles at the Canadian International Motorcycle Super show on January 7-9, 1994 at the Toronto International Centre in Ontario, Canada. The export manager for Triumph Motorcycles Ltd., Darren Payne, has announced that the final safety checks have been completed to enable Triumph to sell motorcycles in Canada next year. Triumph's John Bloor is currently finalizing American distribution plans paving the way for the much-anticipated launch of Triumph to the U.S. market in 1995.

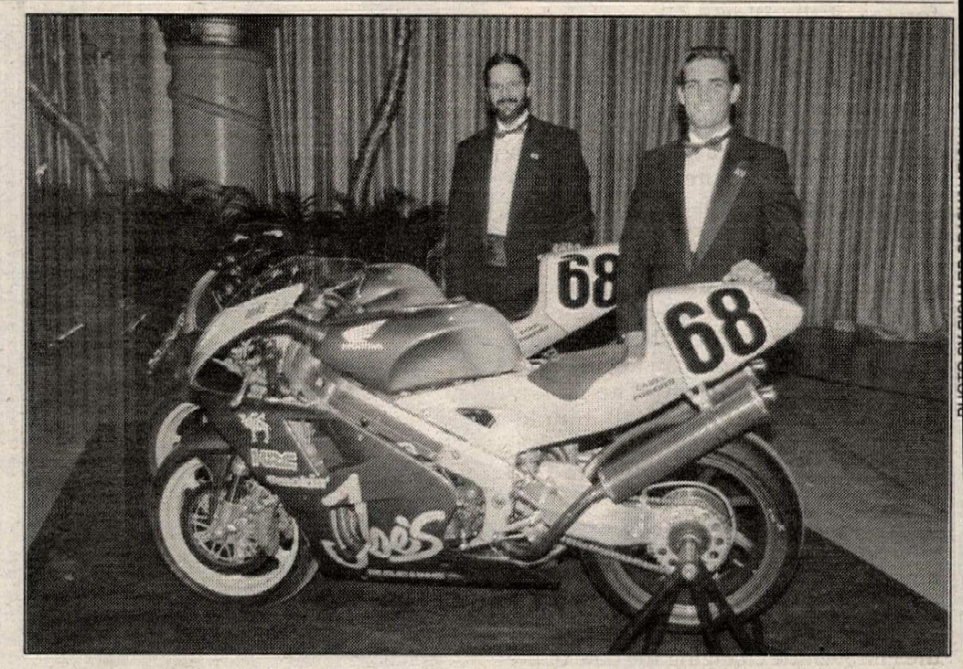
Hallmar Video will again host a trip to the **Isle of Man TT** races in 1994. The two-week package will run from Monday, May 30 to Monday, June 13, allowing visitors to see all practice sessions, the vintage road races in Castletown and the full TT program on the famous mountain circuit. Prices are expected to be around $700 per person, double occupancy - not including the Transatlantic air fare. For more information contact Harold or Mary Cosgrove at 905/356-6865 or fax 905/358-0797.

The five-day 1993 **FIM Congress** began on October 25 in Dublin, Ireland, with FIM President **Jos Vaasen** paying a tribute to injured three-time World Champion **Wayne Rainey**. "Everyone involved in motorsports was shocked by the outcome of the accident in Misano," Vaasen said. "However, the courage he has shown is unbelievable and demonstrates once more Wayne's unique personality and strong character."

The FIM announced at the Congress that the 1994 **World Speedway Championship** will be decided via the usual one-day World Final and not through the proposed **Grand Prix** series. "After ample consultations with the potential contractual partners for TV and marketing rights, it has been decided not to sign a contract for speedway in 1994," FIM President Jos Vaasen said. "It is useless to head towards a rift with some of the speedway countries and thereby allow this new set-up to start badly." The Ice Racing World Championship, however, will use the Grand Prix system in 1994.

The **FIM General Assembly** admitted two new National Federations into the FIM in Dublin, the Czech (DMF) and Slovak (SMF) Republics, bringing the number of National Federations present or represented at the Congress to 58 - the highest number in FIM history.

The FIM also announced a change in the



Camel now Smokin' Joe's Racing

Using an elaborate Egyptian motif as a backdrop in Phoenix, Arizona, October 29, the R.J. Reynolds Tobacco Company unveiled its plans to back not only Martin Adams' AMA National Championship Road Race Series team, but also a NASCAR team, and a NHRA funny car and top-fuel entry in 1994. And the teams will feature new colors and a new name for '94 - Smokin' Joe's Racing.

A sponsor of motorsports since 1971 with the Winston Cup Series, R.J. Reynolds will use the Camel brand to add "a new and exciting dimension" to current sponsorship packages through the sponsorship of racing teams.

"We've heard the rumors of us backing out of motorsports," said James Schroer, RJR's executive vice president of marketing and sales, at the press conference. "But we're not backing out - we're going up."

In addition to team owner Martin Adams (above left), dirt-tracker-turned-road-racer Mike Hale (above right) was also in attendance. Hale is currently the only rider under contract for next season, but Adams expects to have the three-rider team in place within two weeks. Hale will compete in the AMA/CCS 600cc Supersport Series as well as selected AMA Superbike Nationals on the team's RC30. The other two riders will compete in the entire AMA Superbike National Championship on 1994 Honda RC45s. The team is also expected to have closer ties to American Honda in '94 and it is likely that Gary Mathers will serve as the team manager.

Gone are the familiar gold and blue Camel colors for 1994. The bikes on display at the press conference featured purple, gold and yellow graphics with Smokin' Joe's Racing taking the place of the standard Camel logo on the bike's fairings.

Smokin' Joe's Racing's effort in NASCAR will be owned by Travis Carter, and the team's Ford Thunderbird will be driven by Hut Stricklin. The two entries in NHRA drag racing will be a top fuel dragster driven by Jim Head and a Ford funny car driven by Gordie Bonin. The two-car team will be owned and operated by Paul Candies.

Paul Carruthers

House Committee passes helmet-law delay plan

The federal government's attempt to punish states that don't pass mandatory motorcycle helmet laws may be put on hold for a year, according to the AMA.

On October 25, the U.S. House Public Works and Transportation Committee approved a bill that would postpone implementation of a federal law to impose penalties on 27 states beginning in fiscal year 1995. Currently, those states are out of compliance with a mandate that required them to pass motorcycle helmet laws (and seat-belt laws for automobile drivers) by October of this year.

The penalty provision, which would take effect on October 1 of 1994, was approved two years ago as part of a federal highway funding measure, known as the Intermodal Surface Transportation Efficiency Act.

Recently, though, the House committee considered a bill to correct parts of that highway package, and thanks largely to the Motorcycle Riders Foundation and the AMA, language was added to the bill calling for a one-year delay in federal sanctions over the helmet-law provision.

"This was a team effort," said Jim Bensberg, AMA Washington representative. "We have many individuals from both groups to thank for their help in getting this delay language approved. Now we need to continue that effort as the bill moves forward."

The helmet-law delay plan was considered as part of a technical corrections bill - designated H.R. 3276 - which now goes to the full House for approval.

Motorcyclists interested in supporting this effort are urged to contact their congressmen, asking them to support H.R. 3276 in its present form. Letters should be addressed to congressmen at the U.S. House of Representatives, Washington, D.C. 20515.

format of the **World Championship Motocross Series** for the 1994 season, continuing the never-ending search for the ideal number of motos. Instead of the three, 25-minute-plus-two-laps motos used this season, the championship will now feature two, 30-minute-plus-two-laps motos. The AMA has used the latter system for several years in their Nationals, though they announced this year that they would be switching to a single 30-minute-plus-two-lap moto in '94 (They are now reportedly considering switching back to the traditional system). The FIM on the other hand, used two 40-minute-plus-two-lap motos up until 1992, when they put the three-moto system into effect. Also undergoing FIM changes is the World Endurance Road Race Series, which will use superbikes only beginning in 1994.

Technical rule changes brought forth by the FIM include changing the date of the compulsory use of **unleaded fuel** for all disciplines to January 1, 1995 instead of January 1, 1996. The exception to the rule is the two-stroke engines used in road racing - the date for mandatory unleaded fuel use for those motorcycles is January 1, 1997.

The calendar for the **1994 World Championship MX Series** is as follows: 125cc - April 10 (France); April 24 (Brazil); May 1 (Argentina); May 15 (Spain); June 5 (Sweden); June 19 (Hungary); July 3 (Australia); July 17 (San Marino); July 31 (Germany); August 7 (England); August 28 (Belgium). 250cc - March 20 (Spain); March 27 (Holland); May 1 (Austria); May 8 (France); May 15 (Portugal); June 12 (Belgium); June 19 (England); June 26 (Czechoslovakia); July 10 (Sweden); July 17 (Finland); July 31 (United States - Budds Creek); August 7 (Venezuela); August 21 (Japan); September 4 (Germany). 500cc - April 10 (Switzerland); April 24 (Austria); May 8 (England); May 15 (Ireland); June 5 (Slovak); June 19 (Holland); June 26 (France); July 3 (Poland); July 17 (Luxembourg); August 7 (Belgium); August 21 (Germany). The **Motocross des Nations** will be held in Roggenburg, Switzerland on September 11.

Former AMA/CCS 600cc Supersport Champion **Tom Kipp** is still without a ride for the 1994 season. "I'm still talking to Martin Adams about the Honda team, but we have not come to an agreement," Smith said on October 30. "I guess they have to sign another rider before they know what they're doing for the rest of the program. I'd like to race in the states again next year." Kipp has received some interest from three teams, one of which he says is for an international schedule.

A free four-color brochure containing schedule and ticket information on **Camel Motorcycle Week** (March 4-13, 1994) at Daytona International Speedway is now available. Mail your request to Daytona International Speedway, Public Relations, Dept. CN, P.O. Box 2801, Daytona Beach, FL 32120-2801.

Many former Ascot dirt track race watchers may remember the name **Wayne Hosaka**. The former dirt tracker, who suffered paralyzing injuries in 1971, is now a successful artist. Hosaka will have his work on display at the La Jolla Art Association Gallery in La Jolla, California, December 13-26, and says he would love to hear from the many friends who helped him following his accident.

Hawkins earns fifth National Enduro championship

Randy Hawkins (right) earned his fifth AMA National Championship Enduro Series title by winning the final round of the eight-round series in Bear, Delaware, October 31.

Hawkins, aboard a Suzuki RMX250, dropped 39 points at the series finale, while his nearest rival in the championship, Steve Hatch, who also rode a Suzuki RMX250, dropped 41 points. With the win, Hawkins ended up taking the title by 16 points over Hatch. Third in both the Delaware event and the series was 1991 National Enduro Champion Jeff Russell, riding a KTM 250EXC. Russell dropped 47 points. KTM-mounted Mike Lafferty and Suzuki rider Chris Smith rounded out the top five overall.

"It was real wet and nasty," said Hawkins of the title-deciding event. "We trudged through it , and Steve and I were pushing each other back and forth all day. Steve has been, pretty much, my toughest competition ever. For me, the series had never gone down to the wire like this. My main goal in Delaware was to finish second or first and the title would come.

"I'm real happy," continued the 27-year-old from Traveler's Rest, South Carolina. "This is my fifth title (Hawkins' other championships came in 1988, '89, '90, '92, and '93) and that puts me in sole position of third on the title win-list. Dick Burleson has the most wins with eight ('74-'81), and Bill Baird is second with seven wins ('62-'68). I don't think anybody is going to beat Burleson's record. I just don't see it happening. I know I will compete again next year, but after that, it'll be time to re-evaluate things and see what happens. I really don't know what's in the future for me."

Hawkins joined the Suzuki team in 1988 and has since won 30 Nationals out of 54 events.

PHOTOS BY KINNEY JONES

Ward signs with Sizzler/Noleen

Larry Ward (above) has officially signed with Team Noleen, or Team Sizzler/Noleen/Xtreme/Yamaha as the squad is now being called.

Ward, who was formerly a factory Suzuki rider but for the past two years has ridden as a factory-assisted privateer, fills the spot left vacant by Michael Craig. Craig only rode one race for the team - the Mammoth Motocross - before moving up to the factory Yamaha team to replace Damon Bradshaw. Ward, who won the 1990 Seattle Supercross and finished 11th in the Camel Supercross series point standings this year, joins Kyle Lewis and Larry Brooks, both of whom were on the Clark Jones-managed team in '93. All three riders will campaign the 1994 250cc Camel Supercross, MTEG Ultracross and 250cc National Championship MX Series aboard modified Yamaha YZ250s. The bikes will sport the logo of the Sizzler restaurant chain, which Noleen has picked up as a title sponsor for '94, and Xtreme is providing the team with special gear that also features the logo. The full-coverage Rhino bodywork shown above is still being tested, and it is not certain that it will be retained.

In addition, former Kawasaki Team Green rider Johnny Marley has signed with Noleen's 80cc team, as has Jerry Aleman.

Gilera, Italy's oldest motorcycle manufacturer, closed its doors recently. Owned by the giant Piaggio Group, Gilera was founded in 1909. A 17-percent sales drop in the Italian motorcycle market since the beginning of 1993, and a massive 40-percent drop in 125cc sales is blamed for the closure. Piaggio will continue to produce the Typhoon scooter under the Gilera name.

Yet another four-stroke will be campaigning the 1994 500cc MX GPs, as Austrian **Karl Sulzer** has signed with KTM to ride a 620cc thumper in the series, according to Trials & Motocross News. The 31-year-old Sulzer is no stranger to four-strokes, as he won the Austrian four-stroke title for KTM six years ago. A new frame and seat-tank combination are being built for the big Katoom, along with a revised linkage. KTM hopes to get the bike's weight below 235 pounds, the equivalent of the works Husky and Husaberg.

Brian Deegan, Caylon Dickenson and **Timmy Ferry** have been selected by the Kayo Corporation as winners of the **1993 EK Chain International Award**, which is presented to top amateur riders. Kayo will pay for the award winners to go to Japan to compete in the prestigious Osaka International Supercross, November 13-14.

A new motocross track preparation system is now in operation at the **Santa Clara County Motorcycle Park**, in south San Jose, California. The system consists of an 18-station watering system, and also recently received a tractor-disc unit. For more information, call 408/972-0810.

The legendary **Malcolm Smith** will host, as well as participate in, the **"First Annual" Malcolm Smith Motorsports Dual Sport Ride** on November 14, beginning and ending in Riverside, California. The 125-mile ride will be based out of Smith's shop - Malcolm Smith Motorsports - and will take riders into the San Bernardino Mountains, before concluding back in Riverside. For more information, call 909/687-1300.

Now that the AMA National Championship Enduro Series is said and done, the recently crowned champ - **Randy Hawkins** - is ready to take a breather. "It's time to put the bikes in the garage for a while," said Hawkins. "Oh, I'll hit a few local events here and there, but I'm going to play as much golf as possible." Hawkins has said before that after he hangs up his boots for good, he'd like to compete in the PGA Senior's Tour. From what we have heard, he is as good at golf as he is at riding enduros.

In addition to entertaining offers from Harley-Davidson to ride their new Superbike in the AMA National Championship Road Race Series in 1994, **Miguel DuHamel** and his manager Alan Labrosse are also listening to offers from Ducati to compete in the World Championship Superbike Series alongside **Carl Fogarty.** "It's true," Labrosse said on Monday, November 1. "Ducati has expressed an interest, but we are still having many discussions. They have a very interesting offer, but Harley-Davidson has an interesting offer as well." Reportedly, **Dale Quarterley** is next in line to get the Harley ride if DuHamel indeed goes to Ducati.

Former MXer **Steve Wise** will be conducting two motocross schools in the southern California area in November. The first will take place at the Glen Helen OHV Park in San Bernardino on the 8th, and the second at Starwest Supercross Park in Moreno Valley on the 9th. For more information, call 714/974-9999 , or 210/686-7777.

Author **Allan Girdler** is looking for help. Girdler is working on a book detailing the history of Harley-Davidson Sportsters and is looking for owners of such to let him photograph their motorcycles. Girdler promises that he won't be riding the Harleys, and the owners can be present for the photo sessions. In return for their help, the owners will get their names in the book and as Girdler says: "A copy for mom." Girdler can be

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ON THE FRONT PAGE:

The AMA/CCS Endurance Challenge gets underway at Daytona International Speedway. Photo by Henny Ray Abrams. Inset: Ducati's all-new 916.

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VOICES Letters to the editor

Speedway fanatic

Thank you, thank you, thank you. At last the speedway fans of the world are seeing some wonderful articles on our sport. Let's notkeep speedway the greatest secret in the sporting world, let's expose it and put it out for all to see and enjoy.

Thanks again to *Cycle News* and Scott Rousseau, and thanks to all the talented and brave guys who put life and limb on the line to show us "the greatest show on earth."

Lois Rose
Fair Oaks, CA

No more Supercross-less in Seattle

Thank you, Mickey Thompson Entertainment Group. Thanks for taking over the Seattle Supercross. You are the number one racing promoter. I can't wait to see what kind of wonderful things you'll do with your promotion of the Seattle Supercross.

Again, thanks for giving us a supercross in the northwest. Will there be anything different, or will it follow the basic AMA format for a supercross?

Bart Widman
Pt. Angeles, WA

Since the MTEG-promoted Seattle Supercross is part of the AMA Camel Supercross Series, it will likely remain consistent with the races that have been held at the Kingdome in past years...Editor.

Worried about trail money

I'm responding to the article in the "In The Wind" section of the October 27 issue, regarding the House/Senate Conference Committee on Transportation Appropriations doing away with "any and all" money to maintain and build trails for recreational use.

Although I have never used public trails for riding, it is a dream of mine to one day spend some time doing a little mountain trail riding as a vacation. The way I see it, when I pay for gas to run through my motorcycle this is an investment or reservation for me to do just that.

Now that we are no longer going to be receiving funds, I feel we should not need to pay for a service that is no longer available. In Kansas, farmers do not pay taxes on farm-use vehicles. I think we should try to get legislation introduced to remove most of the taxes from gasoline on fuels used in off-road vehicles. Like tractors, these vehicles are not using the highways and we now will need to find a way to support our trails. Why should we pay the tax?

I have a feeling these funds will go towards health care. I've got health care, but I don't have an awesome place to trail ride. What's next, a tax on tires?

Greg Finley
Winfield, KS

Two heroes

Thank you, Answer Products and Scott Summers for joining our fight to save our riding areas. Scott, you have proven time and time again that you are the most professional motorcycle racer on the planet. This new commitment only reinforces this image. Whatever you are paid, you deserve a raise.

Answer Products, you are an A-1 operation and I thank you for doing your share to help protect my riding areas. Tomorrow I am replacing my Renthal handlebars and sprockets, AXO Gear and Pro Circuit muffler with Answer Products.

As a member of the general off-road community, I have never read anywhere or heard of any other racer or company publicly supporting this cause. The support from the public would not only generate sales for companies and support for riders, but it may convince other members of the riding community to become involved. To all other professional racers and companies that profit from the off-road community - come on in, the water's fine.

Russ Marlow
Kent, WA

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IN THE WIND By Papa Wealey

Continued from page 3

contacted at R.R. #2, Rainbow, CA 92028, 619/728-6103.

Mike Kidd Promotions has announced the schedule for the 1994 AMA National Arenacross Series. The dates and race sites are as follows: December 3-5 - MetroCentre, Rockford, Illinois; January 7-9 - Will Rogers Coliseum, Ft. Worth, Texas; January 7-9 - Cow Palace, San Francisco, California; January 14-16 - Lazy E Arena, Oklahoma City, Oklahoma; Kansas ExpoCentre, Topeka, Kansas; February 4-6 - Pershing Auditorium, Lincoln, Nebraska; February 11-13 - Market Square Arena, Indianapolis, Indiana; February 18-20 - Riverfront Coliseum, Cincinnati, Ohio; February 25-27 - Denver Coliseum, Denver Colorado.

BORN: Ryan Hunter Brand, to former Grand National dirt track racer Barry Brand and his wife Carol on June 3 in Baytown, Texas. Brand's theory on announcements is obviously "better late than never."

NAMED: Tom Velt, as marketing coordinator for PACE/SuperSports. Velt will be responsible for assisting in advertising, promotions, publicity, media relations and sponsorships. He has previously worked with the Tampa Convention Center and the Tampa Bay Storm of the Arena Football League.

CORRECTION: In an In The Wind item from last week, we incorrectly identified motocrosser Tim Ferry's sponsor as being Rossini Racing Products Cycles (RRP). The sponsor list should read as follows: Rossini Racing Products (RRP), Cycles of Palm Beach and Kayo Corp.

OPENED: Professional Cycles, Inc., in San Diego, California. The full-service motorcycle accessory/parts/service facility is being operated by Ed Jose, Mike Proo, Jared Malmquist and Norma Vesco. For more information call 619/622-1088.

CHANGED: The phone number for BK-Body Armor, importers of TPro protective gear. The new number is 800/632-7667. CN

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- ★ 1993 German Grand Prix
- ★ 1993 Dutch (Assen) Grand Prix
- ★ 1993 Isle of Man T.T.

MOTOCROSS

(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USG P as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles-Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focuses on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

SUPERCROSS

(#325) Throttle for the Gold
The story of the 1990 Supercross Series; racing full throttle, criss-crossing the USA Jeff Stanton, J. M. Bayle, Jeff Ward and the rest make 18 stops on the tour for the Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 75 minutes from Motovideo.

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

TOURING & ROAD RIDING

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 /50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. This is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media Group, from Progressive Design.

(#118A) Sturgis 1991: Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop, "Dances with Motorcycles" explores the fascinating world of biking enthusiasts. Wayne Crane provides commentary, music by Creedence Clearwater Revival. 75 minutes, produced by Panacom, from Progressive Design.

(#117A) Sturgis 1991: The Official Video
This video captures all the Main Street mania, race track action, hill climb thrills and the great American road to Sturgis, including scenes filmed in Grand Teton and Yellowstone national parks. 77 minutes by Pocatello Media Group, from Progressive Design.

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81 B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#82D) '93 Spanish RR Grand Prix
55 minutes from Motovideo.

(#80D) '93 Japanese RR Grand Prix
55 minutes from Motovideo.

(#93D) '93 Austrian RR Grand Prix
55 minutes from Motovideo.

(#84D) '93 German RR Grand Prix
55 minutes from Motovideo.

(#87D) '93 Dutch RR Grand Prix
55 minutes from Motovideo.

(#96D) '93 Australian RR Grand Prix
55 minutes from Motovideo.

(#98D) '93 Malaysian RR Grand Prix
55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94B) 1991 Isle of Man
For over 80 years the IOM TT has been the ultimate challenge in motorcycle racing. TT '91 - White Lightning brings the fastest race ever, a history-making triple win and a stunning new outright lap record. 105 minutes from Duke Video USA.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT'92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From pre-season testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103) Bike Hero - Kevin Schwantz
Captures Schwantz's true brilliance leading to his arrival on the GP circuit in '88 thru the 1989 season. His legendary wins at Donington Park are also featured in addition to an exclusive interview on this tape. 60 minutes from Halmar.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#403A) 1991 World Superbike USA
Doug Polen and Scott Russell established their rivalry at the Brainerd USA round of the 1991 World Superbike Series, the last World Superbike race run in the US. 55 minutes from Motovideo.

(#410) 1990 World SB Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McElnea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

SPEEDWAY

(#45B) 1992 US Speedway Nat'l C'Ship
America's top 16 riders go head to head to see who will wear #1 in 1993. Bruce Penhall & Bruce Flanders narrate. 70 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships '91
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

CRASHES

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#147) Mud Wars
One big video with highlights of the Blackwater 100 Classic featuring endless crashes, mud baths, drown-outs, loop-outs, endos, and a cast of thousands - the Mud Fleasi 60 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, pro MX and more. 60 minutes from Powersports Video.

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ on route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

VINTAGE

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the illhandling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and morel 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing Into History
Four famous British circuits & legendary heroes;John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 minutes from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

ENDURO

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110) 1990 Blackwater 100
The original "Blackwater-The Video", 60 minutes of the 1990 World's Toughest Race; from Motovideo.

(#110A) 1991 Blackwater 100
From Davis, WV, it's America's Toughest Race, the Blackwater 100 Revisited. For the second year in a row Motovideo takes you to witness this amazing motorcycle & ATV spectacle. 60 minutes from Motovideo.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

INSTRUCTIONAL & TECHNICAL

(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#17) How To Buy a Motorcycle
What to look for, and make sure you buy the used motorcycle that is right for you. 30 minutes from Motovideo.

(#21) Fudamentals of Off-Road Riding
Dick Burleson covers suspension set-up and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle set-up and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#54) V-Twin Maintenance
How to keep your Evolution Harley humming and looking like new-and save hundreds of dollars. Joe Minton hosts. From Tech Tapes.

(#100) Rick Johnson's ""Motovation"
Rick Johnson shows your how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#111) "The Matazattack Video"
Follow "The Chicken" Jeff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. 60 minutes of entertainment from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club roadracing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

DRAG RACING

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video

MOVIES

(#14) Harley Davidson:® The American Motorcycle
All motorcycle fans will love this exciting trip through the past century of motrcycle history - including everything about the legend of Harley-Davidson. Join Hoyt Axton & nine other famous hosts in the world's only authorized H-D video. 73 minutes from Motovideo.

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1 971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hiliclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group.

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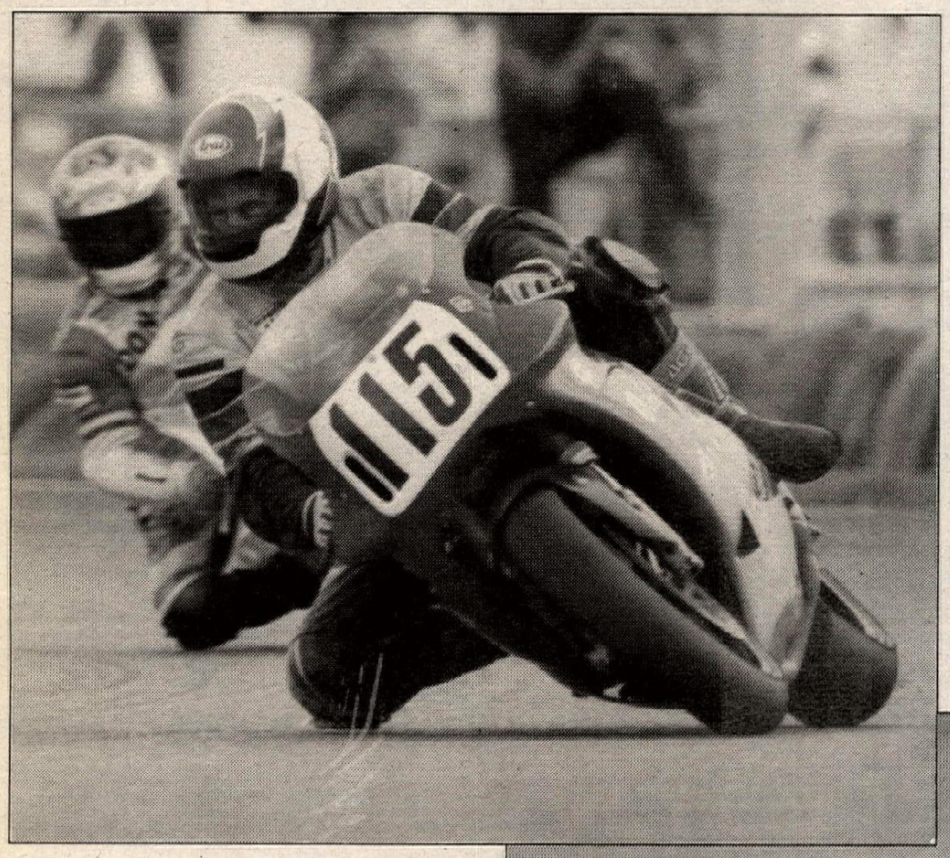
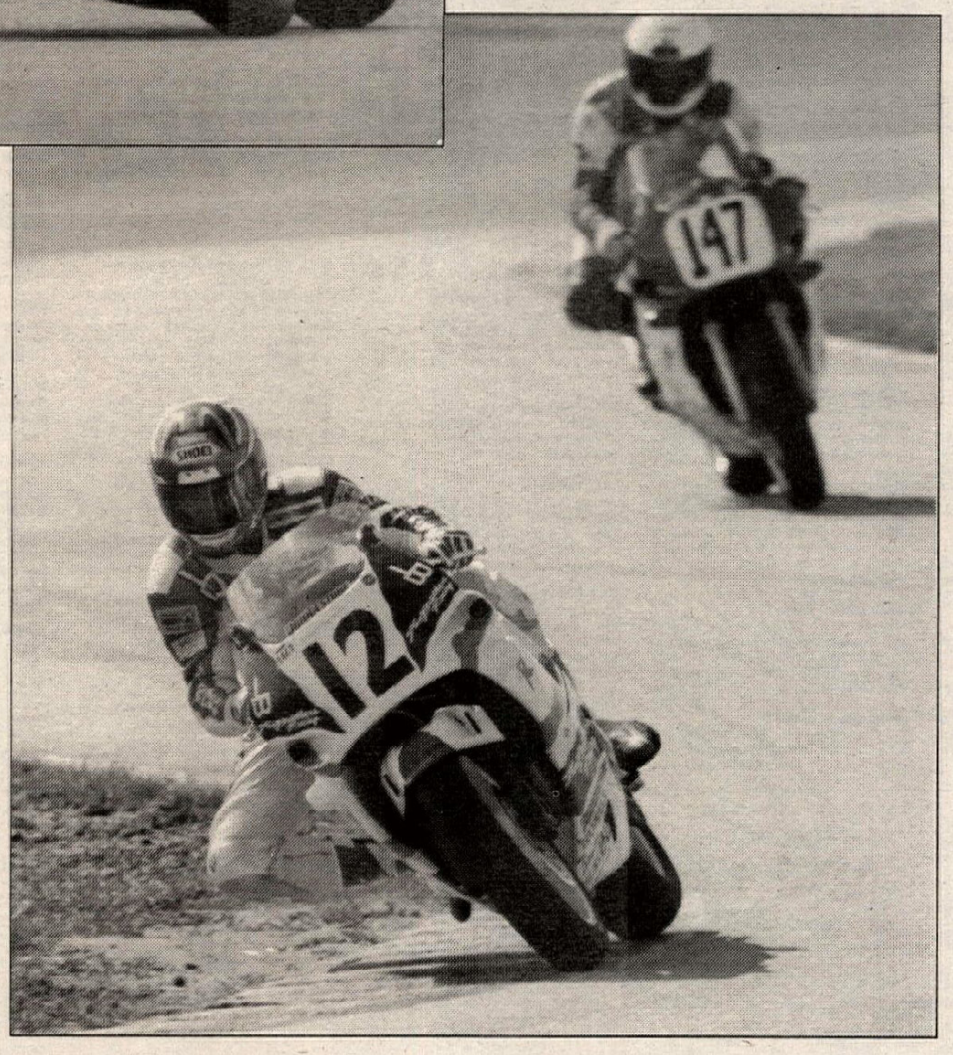
ROAD RACE AMA/CCS Race of Champions

Many - not few - champions crowned at Daytona





(Left) Pablo Real was one of a few multiple race winners at Daytona; the Floridian won the Expert Heavyweight SuperTwins and the Unlimited GP classes. (Below) Japan's Hikaru Miyagi (12) also won two classes, Expert Solo GTU and Expert Middleweight Superbike.

By Henny Ray Abrams
Photos by Abrams and Daytona International Speedway

DAYTONA BEACH, FL, OCT 22-24

Rain dampened the track, but couldn't diminish the competitive spirit of the over 1800 entries for the fall running of the AMA/CCS Race of Champions on the high banks of Daytona International Speedway.

The racing began on Friday and ended just after 6:00 p.m. on Sunday afternoon. In between, there were intermittent rain showers, 28 sprint races, a handful of multiple winners, and the final three-hour endurance race to be run under the auspices of the AMA.

The record of six class wins, set by Todd Harrington at last year's AMA/CCS Race of Champions, was in no danger this weekend. The most any single rider could muster was two wins and several riders did that, three of them Floridians.

In the Expert class, it was Miami Beach's Pablo Real taking wins in two of the seven-lap sprints aboard his Ducati 888. The first came in Friday's Expert Heavyweight SuperTwins race, and it was a romp with Real winning by over a minute. On Saturday he came back to win the Unlimited GP on a wet track against some stiff competition. This time the margin of victory was a scant .050-of-a-second, with Fastline's Michael Barnes second.

Japan's Hikaru Miyagi was another of the professionals who won more than one class; the Two Brothers Racing-backed rider taking a win in Friday's 14-lap Expert Solo GTU and Sunday's Expert Middleweight Superbike on a Honda CBR600. In both races Miyagi had to overcome poor grid positions, starting in the second wave from the 15th row in Sunday's race.

In the Amateur class, Orlando's Eric Moucatel took a pair of victories, riding his Mikmar Motors Ducati to a victory in Friday's seven-lap Amateur Heavyweight SuperTwins and Saturday's Amateur Lightweight SuperTwins, where he won by close to 40 seconds.

Both of Gainesville's John Blessed's wins came on Friday, the first in the Amateur Middleweight Superbike where he topped fellow Floridian William Brandvold by .349-of-a-second. His second, later in the afternoon, was in the 14-lap Amateur Solo GTU where he beat Virginia's Michael Lane. Both wins came aboard the Sandersons Cycle's Honda CBR600. Blessed also took a third in the Amateur Middleweight GP, finishing two spots behind Brandvold who'd won the seven-lap race by .024-of-a-second.

There were a number of other notable winners, among them dirt-tracker Larry Pegram and the recently unretired John Hopperstad who won their respective races by identical margins. Despite a lack of road racing experience, Pegram rode like a seasoned veteran to take the seven-lap Unlimited SuperSport from Vance & Hines' Jamie Bowman. KK Motorcycle Supply-backed Pegram took the lead from Bowman off of turn four to take the win by .004-of-a-second; both rode Honda CBR900s.

Hopperstad called his win "probably the best race I've had in three or four years." Racing into darkness on Friday afternoon, Hopperstad diced back and forth throughout the 14-lap Expert Solo GTO with fellow Coloradan Donnie Hough before taking the run to the line by .004-of-a-second aboard a Gold Hill Racing Yamaha FZR1000. Hough had a similar mount, backed by Mile Hi Motorsports.

Though neither won more than one race, Jonathan Bolton and David Olin provided some of the best racing of the weekend. The first time they went head-to-head, in the 14-lap Amateur Solo GTO race, Bolton came out on top, though not by much. Racing the Fast Boyz Toyz Suzuki GSXR750, Bolton was .220-of-a-second better, averaging 101.096 mph for the 29-minute, 34.790-second race. Odaguss Racing's Olin was second with Bolton's Fast Boyz Toyz teammate, Timothy Hammitt, third. Like the winner, second and third were Suzuki-mounted. In the seven-lap Amateur Heavyweight Superbike, Olin used the slingshot to squeeze past Bolton coming off of NASCAR Four, holding on to win by .021-of-a-second.

The first of Real's wins was the most impressive of the weekend. In only seven laps on the high banks, the Miami Beach resident tallied up a one-minute, 18 420-second margin of victory in winning the Expert Heavyweight SuperTwins class.

"It's a little bit of revenge from the AMA Nationals, I guess," the Ducati 888-mounted Real said on Friday afternoon. Real completed the race in 14-minutes, 7.353 seconds at an average speed of 105.873 mph.

Finishing better than half a lap behind was Kiyo Watanabe aboard a Honda 750. Because he hadn't contested the AMA/CCS series all year, Hollywood Motorcycle Machine/Nankai buhin-Takamaysu-backed Watanabe was placed at the back of the grid and spent much of the race getting to the front of the 32-rider field. By the time he got there, Real was long gone. Chafong Racing's Douglas Gross was third.

Real's second win, in the Unlimited GP class, came on a wet track on Saturday afternoon. Coloradan Hough got the jump on the field aboard his Mile Hi Motorsports Yamaha FZR1000, Cycle World's Kevin Graham a close second, with Honda of Bountiful's Shane Turpin an early third ahead of Real.

Graham put his Kawasaki ZX-7R into the lead in the infield, but Hough used his power advantage to blow by on the back straight. The scene played itself out again on the second lap, and by the third Hough was in the lead with Real up to second in front of Graham.

One lap later and Real moved to the front in the infield, Hough second, with Gold Hill Racing's John Hopperstad dropping Graham from third with a pass on the west end banking.

On the fifth lap, Fastline's Michael Barnes moved up to join the leading trio with Hopperstad soon at the front of the quartet as the sun peeked through and ominous clouds covered the east end of the speedway.

The rain intensified as the riders took the white flag lap with Barnes up to third as Hough slowed dramatically. Hopperstad still led Real.

Barnes took the lead on the next lap, with Real second in front of Hopperstad, setting up a run to the flag. Barnes led out of the chicane - a move he would no doubt regret - and Real, using the banking and draft to run him down at the flag , took the win by half a wheel; officially 0.050-of-a-second. Hopperstad was a close third.

Real averaged 103.158 mph in winning the seven-lap race in 14 minutes, 29.660 seconds.

"It was a great experience to pass and re-pass people," Real said after his second win. "On the last lap I knew I didn't have enough power to cope with the big bikes. I had a plan for the last lap, but I didn't have enough engine to lead. As you know, if you lead at Daytona off the final turn and you have somebody behind you, then you'll get passed before the finish. So I did it the other way around."

Kiyo Watanabe's lone win was in the Expert Lightweight SuperTwins. Starting from the seventh row, the Burbank-based rider was in the lead by the third lap never to be headed. He built up a 19-second lead by the halfway point and crossed the line with a 39.17 seconds cushion after seven laps.

Watanabe completed the 25-mile race in 15 minutes, 14.120 seconds at an average speed of 98.140 mph.

"We did okay in yesterday's race (second in Expert Heavyweight SuperTwins)," he said. "Today I won because we got a good start - better than yesterday."

Michael Myers moved up to second on the fourth lap, a spot he would hold to the end with David Robertson moving up to third on the fifth lap.

The first of Miyagi's pair of wins came in Friday's 14-lap Expert Solo

GTU, though he wasn't expecting much when it started.

"I looked at the grid for the race and thought, 'They should turn this around so we can start at the front instead of the back on the next to the last row.' On the start I decided to go for it, to race as hard as I could. I never really knew I was leading the race until the end," Miyagi said.

The rider to catch would be Damian Weber, but the Yamaha FZR600 rider crashed in the International Horseshoe on the 11th of 14 laps with better than a 10-second lead. Miyagi had moved up to eighth at the halfway point and took over fifth when Weber spilled.

On the next lap he moved into second and then into the lead passing TBR Racing's David Estok off of the West End Horseshoe. Estok took the lead back on the 12th lap, but later that same lap Miyagi pulled away on the banking to leave the fight for second. In order to avoid being drafted across the finish line, Miyagi needed to break away, which he did, to win by 2.13 seconds. He completed the 50-mile race in 29-minutes, 25.310 seconds at an average speed of 101.369 mph.

"I thought I might catch the winner on the last lap," Estok said. "He got caught in traffic, but then we all did. I got a bit out of shape coming out of the infield trying to catch him and that cost me any chance I had."

With half the laps to get to the front in the Expert Middleweight Superbike race, Miyagi had his work cut out for him and he got right to it. Starting from the 15th of 17 rows, Miyagi was up to sixth on the third lap, then to third a lap later.

On the fifth lap he was still in third, trailing leader Aaron Merriman by close to four seconds, but he was easily the fastest rider on the track. He took over second on the sixth lap, passing Mike Murphy, then set out for Merriman.

Both he and Murphy passed Merriman in the infield and Miyagi took the lead into and out of the chicane. Murphy tried to use the draft to his advantage, but came up .028-of-a-second short at the end of the seven-lap race.

Miyagi needed 14 minutes, 49.84 seconds to win his second race, averaging 100.807 mph on a track that was still slightly damp.

"It was great," Orlando's Eric Moucatel said after winning his first race, the red-flag-interrupted Amateur Heavyweight SuperTwins. "I had a great time. I was worried because my tires weren't scuffed-in. But the red flag worked out great for me."

The flag was thrown while Tampa's Alberto Sosa was in the lead and Moucatel was going to school on him.

"We've been racing each other all year. I like to follow Al a little bit, then pass him when, and if, I can," Mikmar Motorsports' Moucatel said after beating his fellow Ducati-mounted Floridian. Moucatel's Ducati 750 was fitted with a Fast by Ferracci engine with Sosa aboard a Ducati 900.

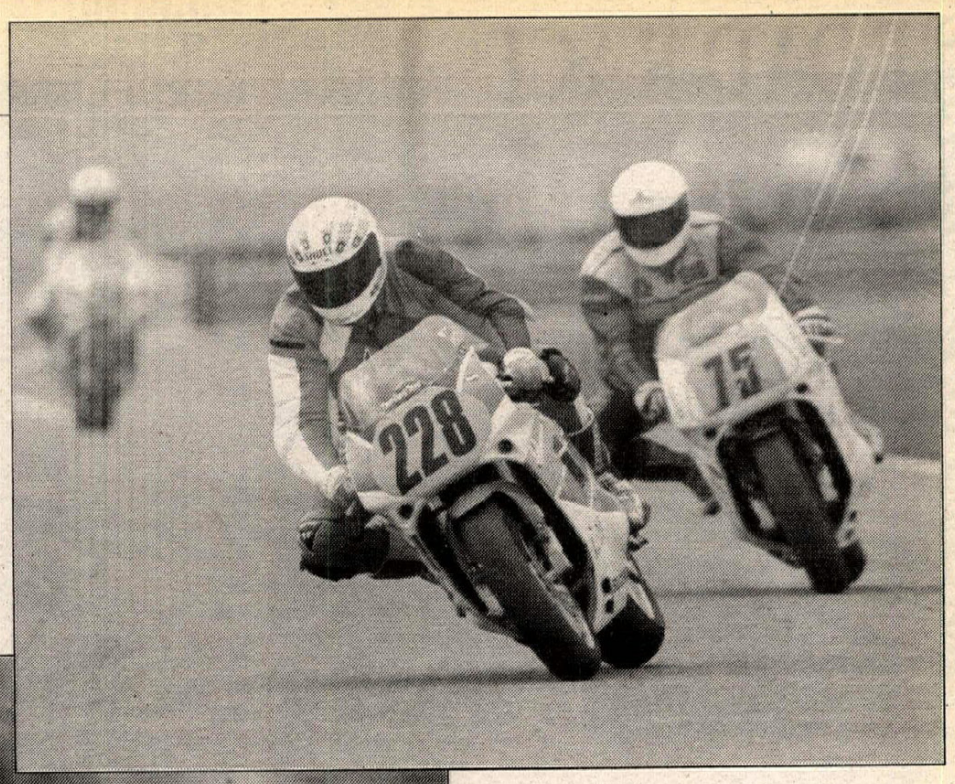
Third place went to New Yorker Ian Gunn, also Ducati-mounted - his an 888.

Because the race was interrupted, there was no time of race or margin of victory. But in Moucatel's next win there was no doubt about his superiority.

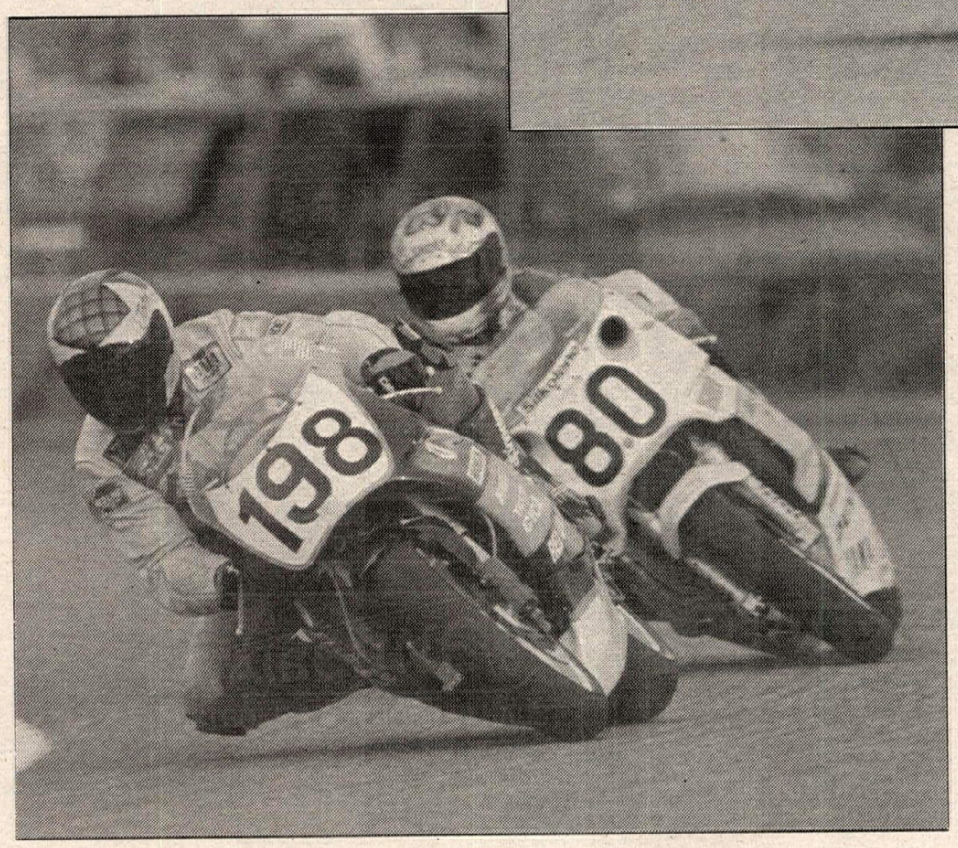
Racing the same Mikmar Motorsports Ducati, Moucatel took off to an easy win, beating Kawasaki KZ500-equipped Brad Allan by 39.17 seconds. It took Moucatel 15 minutes, 14.120 seconds to complete the seven lap race at an average speed of 98.14 mph. Though it looked easy, Moucatel said he was fighting an ill-handling machine.

"I adjusted the rear wheel this morning before the race and I didn't do something right,," Moucatel said. "The handling wasn't right and the bike was shaking when I was on the banking. I had to stick my knee out to slow myself down and steady the handling."

Both of Gainesville's John Blessed's wins came on Friday, the first aboard his Sandersons Cycle's Honda CBR600 in the Amateur Middleweight Superbike class.



(Right) Jonathan Bolton (228) leads David Olin (75) in Amateur Solo GTO; the order was reversed at the finish. (Below) John Hopperstad (198) and Don Hough (80) battle in Expert Solo GTO; the victory went to Hopperstad.



"I got a bad holeshot at the start, but I was eating them up on the brakes," said Blessed, a 32-year-old video disk jockey.

He was racing in familiar territory, dicing with William Brandvold who he finished second to in the South Florida region this year.

"I was afraid he (Brandvold) might be able to catch me in the draft, from the chicane to the line, but I caught some backmarkers and dove to the bottom of the race track and I didn't see him after that," Blessed said.

Later in the day, Blesssed came back to win the Amateur Solo GTU, a race that was shortened by a red flag on the 11th of 14 laps. "I was glad to see that red flag," Blessed said after nailing down his second win, a win that didn't come easily.

"I got knocked off the track at the second horseshoe on the first lap," Blessed said. "I was taking it kind of easy out there waiting for the right time to make a move."

Fast Lane Cycles' Michael Lane was second and also Honda-mounted, as was third-placed Paul Sloane on the Hyvac Racing machine.

Blessed added a third-place finish to his two wins, finishing behind Brandvold and McNaughton Motorsports' Dane Whaley in Saturday's Amateur Middleweight GP.

Whaley took the lead at the start, Brandvold was an early second with Blessed several places back and on the move.

By the third lap Whaley had a 10-bikelength lead, with Brandvold and Jerry Evans Jr. fighting for second, though Brandvold would break free on the next lap and set out for Whaley. He would catch him going into turn one on the sixth lap, staying narrowly in front for the next lap and a half. With Brandvold in front out of the chicane, it looked like Whaley was setting him up for a draft-pass, but Brandvold got the better drive and was able to hold on by the narrowest of margins.

"What a race! I still can't believe it," Brandvold, 29, said after nipping Whaley by .024-of-a-second. "On the last lap Dane Whaley was right behind me in the infield. The next time I looked back, he wasn't there. I can't believe it. I won."

On the final lap, Blessed went under Evans exiting the International Horseshoe to take over third, where he would finish.

In the Amateur Heavyweight Superbike, David Olin jumped out early with Jonathan Bolton a close second as the pair began to get away from the pack. Joseph Giovinazzo was third early on, before Timothy Hammitt began to make his move.

The leading pair built up close to an eight-second lead by the third lap and it was obvious that, barring unforeseen circumstances, one of the two would win. Bolton made an aggressive move for the lead on the fourth lap, diving under Olin in the International Horseshoe, but Olin was soon back in front. The lead would swap again starting the sixth lap, Bolton taking the point going into the first turn. But, again, Olin would re-assert himself until Bolton used the same late-braking maneuver to go in front on the final lap when Olin was hung up by a backmarker.

With the leaders so evenly matched, the race would be won from the chicane to the checkered flag and the winner would be the rider who came out of the chicane in second. That would be Olin, who trailed by 15 bikelengths coming out of the chicane. He completed the 25-mile race in 14 minutes, 39.790 seconds at an average speed of 101.970 mph.

"I had a plan to draft past Jonathan (Bolton) at the line," Olin said. "I had the same plan yesterday, but it didn't work. Today I did a bit of praying that the plan would work this time and it did. Today, things went my way. I love racing like this with it going right down to the flag. John Bolton is my kind of guy. He's one of the best. If all the races were like this, you wouldn't get anybody to retire."

Timothy Hammitt, Bolton's teammate, again finished third.

The award for the most dramatic finish went to dirt tracker Pegram aboard his personal streetbike, a KK Motorcycle Supply-backed Honda CBR900. On a wet- but-drying track, the Ohioan outdueled the more experienced Bowman to win the Unlimited SuperSport event.

Brett Metzger led the 21-rider pack for the first lap with Ricky Orlando second and Bowman third in front of Pegram.

Metzger would continue to stay in front, though his lead shrunk when he went wide in the International Horseshoe allowing Bowman, who'd moved up to second the previous lap, to close up. Later on the same lap, Bowman took the lead on the west banking; Metzger was second with Pegram closing. It would take one more lap for Pegram to displace Metzger and try to close up the nearly one-second gap on Bowman.

Pegram would take the lead for the first time on the fifth lap, braking late for the chicane, though Bowman answered back later the same lap. Knowing that he was down on power, Pegram held his spot, waiting for his final shot at the win. It came as they exited the chicane for the final time, with Pegram closing the gap to the checkered flag.

"His bike would pull me off the banking, but I could catch him at the end of the straightaway. That's how I beat him to the finish," Pegram said. "I knew I could get him at the line and that I had to stay behind him and wait for the right time to make my move.

"This is my street bike. I've been riding it for a couple of months and it's got a couple thousand miles on it. All we did was put a different exhaust pipe on it," Pegram added.

The seven lap race took Pegram 16

ROAD RACE AMA/CCS Race of Champions

They don't get much closer than this: Scott Zampach (1) leads Mike Hale (32) and Shawn Higbee (5) across the stripe.

minutes, 15.780 seconds to complete at an average speed of 91.939 mph.

Bowman was second with Orlando a distant third.

In Friday's Expert Solo GTO, Hough gated best, leading Brett Metzger and Louis Saccoccio, with Kevin Hunt an early fourth.

By the second lap, John Hopperstad had moved up to fourth as the sun began to set behind the west banking and he began to wish he wasn't using a dark shield.

On the third lap Hopperstad was up to second, then closing on Hough for a lap before taking the lead going into turn one to start the fifth lap. The pair made short work of the 47-rider field as they swapped the lead back and forth for the next several laps setting up the inevitable last-lap sprint.

On the white-flag lap, Hopperstad followed Hough onto the West Banking, motoring up next to Hough on the back-straight, with Hough leading into and out of the chicane. Hopperstad went around Hough out of turn four for the side-by-side dash to the checkers. Hopperstad, using the low line, got the nod and the number-one plate.

"I'll tell you, I wasn't sure I had won," said Hopperstad, who began racing again this year after having been retired for a year and a half. "It's been great racing with him because we're so close. He's beaten me nine straight times this year. This time I got him."

Hopperstad said that on the last lap "He set me up and gave me the high line coming out of the chicane. I just put my head down and went for it. I knew I needed to be on the low line coming to the finish. I had a race here a couple of years ago and I got beat by a rider who chose the low line. I've always told myself that if I was ever in that position again that I'd go low. I've been trying for a long time to get that number one spot. This is great!" CN

Results

EX SPRTSMN: 1. Richard Bolen (Yam): 2. Todd Henning (Yam); 3. Robert Caron (Kaw): 4. Billy Fehrman (Kaw); 5. John Lowman (Yam); 6. Todd Nordby (Kaw); 7. Mark Smith (W-R); 8. John Long (Hon); 9. Antony Lineberger (Kaw); 10. Don Allen.
Time: 41 min., 29.936 sec.
Distance: 7 laps, 25 miles.
Average Speed: 36.030 mph.
Margin of Victory: 0.270 sec.

AM SPRTSMN: 1. Eric Kemsuzian (Kaw); 2. Dave Hardy (Yam): 3. Christopher Longcor (Yam); 4. Brad Allen (Kaw); 5. Joe Skala (Kaw); 6. Michael Beckers (Yam); 7. Joe Lanza (Kaw); 8. James Meekma (Kaw); 9. Robert Diaz Jr.; 10. Jeffery Swan (Yam).

AM M/W SBK: 1. John Blessed (Hon): 2. William Brandvold (Hon): 3. Jerry Evans (Hon); 4. Ed Hoffman (Hon); 5. Todd Evans (Hon); 6. Chris Pauli (Hon); 7. Michael Lane (Hon); 8. Jeff Leonard (Yam); 9. William Tracy (Hon); 10. Steve Reker (Hon).
Time: 15 min., 2.684 sec.
Distance: 7 laps, 25 miles.
Average Speed: 99.384 mph.
Margin of Victory: 0.349 sec.

EX H/W S/TW: 1. Pablo Real (Duc): 2. Kiyo Watanabe (Hon); 3. Douglas Gross (Duc); 4. Peter Johnson (M-G); 5. Greg Kopp (Duc); 6. Al Charles (Duc); 7. Jerry Wood (Duc); 8. Mark Cruz (Duc); 9. Tom Hull (Duc); 10. Brian Summers (Hon).
Time: 14 min., 7.353 sec.
Distance: 7 laps, 25 miiles.
Average Speed: 105.873 mph.
Margin of Victory: one-minute, 8.420 sec.

AM H/W S/TW: 1. Eric Moucatel (Duc); 2. Albert Sosa (Duc); 3. Ian Gunn (Duc); 4. David Hull (M-G); 5. Joe Skala (Kaw); 6. Terry McGran (Hon); 7. Michael Castell (H-D); 8. Eric Kemsuzian (Kaw); 9. Michael Barvir (Hon); 10. Scott Fetterolf (Duc).

EX SOLO GTU: 1. Hikaru Miyagi (Hon); 2. David Estok (Hon); 3. Peter Illich (Hon); 4. William Luke (Hon); 5. Ricky Graham (Hon); 6. Mike Hale (Hon); 7. Bill Knox (Hon); 8. John France (Hon); 9. Todd Harrington (Hon); 10. John Stanley (Yam).
Time: 29 min., 25.310 sec.
Distance: 14 laps, 50 miles.
Average Speed: 101.639 mph.
Margin of Victory: 2.130 sec.

AM SOLO GTU: 1. John Blessed (Hon); 2. Michael Lane (Hon); 3. Paul Sloane (Hon); 4. Todd Evans (Hon); 5. Jason Brookshaw (Hon); 6. Chris Pauli (Hon); 7. David Lee (Yam); 8. Michael Wilson (Hon); 9. Jeff Leonard (Yam); 10. Chris Steele (Hon).

AM SOLO GTO: 1. Jonathan Bolton (Suz); 2. David Olin (Suz); 3. Timothy Hammitt (Suz); 4. Rick Beggs (Kaw); 5. Paul Sloane (Hon); 6. Jason Brookshaw (Hon); 7. Andrew Taft (Suz); 8. Joseph Giovinazzo (Suz); 9. William Lee Jr. (Hon); 10. David Jones (Kaw).
Time: 29 min., 34.790 sec.
Distance: 14 laps, 50 miles.
Average Speed: 101.096 mph.
Margin of Victory: 0.220 sec.

EX SOLO GTO: 1. John Hopperstad (Yam); 3. Don Hough (Yam); 3. Ray Yoder Jr. (Yam); 4. Hikaru Miyagi (Hon): 5. Kevin Graham (Kaw); 6. Gene Church (Hon): 7. Jeff Stern (Suz); 8. Larry Pegram (Hon); 9. Paul Youngman III (Hon); 10. Frank Kinsey (Yam).
Time: 28 min., 16.680 sec.
Distance: 14 laps, 50 miles.
Average Speed: 105.750 mph.
Margin of Victory: 0.004 sec.

EX L/W S/TW: 1. Kiyo Watanabe (Hon); 2. Michael Myers (Duc); 3. David Robertson (Duc); 4. Brian Summers (Hon); 5. Pat McGiuern (Hon); 6. Steve Aspland (Duc); 7. Donald Unger (Duc); 8. Mike Tiberio (M-G); 9. Robert Caron (Kaw); 10. Charles Burnett (Hon).
Time: 15 min., 14.120
Distance: 7 laps, 25 miles.
Average Speed: 98.140 mph.
Margin of Victory: 39.170 sec.

AM L/W S/TW: 1. Eric Moucatel (Duc); 2. Brad Allan (Kaw); 3. Terry McGran (Hon); 4. Robert Tolley (Hon); 5. Michael Castell (H-D); 6. Michael Barvir (Hon); 7. Robert Diaz Jr. (Kaw); 8. Joe Lanza (Kaw); 9. Douglas Ousley (Kaw); 10. Jeffery Swan (Yam).

AM H/W S/BK: 1. David Olin (Suz); 2. Jonathan Bolton (Suz); 3. Timothy Hammitt (Suz); 4. Dane Whaley (Yam); 5. Thomas Annis (Suz); 6. Joseph Giovinazzo (Suz); 7. Rick Beggs (Kaw); 8. Andrew Taft (Suz); 9. Todd Evans (Hon); 10. Eric Kropp (Suz).
Time: 14 min., 39.790 sec.
Distance: 7 laps, 50 miles.
Average Speed: 101.970 mph.
Margin of Victory: 0.021 sec.

EX L/W S/SPRT: 1. Brett Roberts Metzger (Yam); 2. Paul Scarpa (Yam); 3. Matthew Winnacker (Yam); 4. Brett Guyer (Yam); 5. Francis Reed (Yam): 6. Craig Arcuri (Yam); 7. Todd Keesee (Yam); 8. Sam Fleming (Yam); 9. Mark Eckenrode (Yam); 10. Philip Digregorio (Yam).
Time: 15 min., 50.130 sec.
Distance: 7 laps, 50 miles.
Average Speed: 94.421 mph.
Margin of Victory: 5.340 sec.

AM L/W S/SPRT: 1. Ian Lineberger (Yam); 2. Paul Netterstrom (Yam): 3. William Lindsay (Yam); 4. Jason Wencel (Yam); 5. George Reavis (Yam); 6. Danny Milner (Yam); 7. David Pabst III (Yam); 8., Jeff Longbottom (Yam); 9. Christopher Jones (Yam); 10. Robert Diaz Jr. (Kaw).
Time: 15 min., 50.130 sec.
Distance: 7 laps, 50 miles.
Average Speed: 94.421 mph.
Margin of Victory: 5.340 sec.

AM M/W GP: 1. William Brandvold (Hon): 2. DAne Whaely (Yam); 3. John Blessed (Hon); 4. Jerry Evans Jr. (Hon); 5. Michael Lane (Hon); 6. Chris Pauli (Hon); 7. Jeff Leonard (Yam); 8. William Tracy (Hon); 9. Patrick Weekly (Hon); 10. Jon Schroht (Hon).
Time: 14 min., 59.570 sec.
Distance: 7 laps, 50 miles.
Average Speed: 99.728 mph.
Margin of Victory: 99.728 mph.

EX M/W S/SPRT: 1. Aaron Yates (Hon); 2. David Estok (Hon): 3. Brian Gibbs (Hon); 4. Owen Weichel (Hon); 5. Gerald Rothman Jr. (Suz); 6. William Luke (Hon); 7. Jeff Perry (Hon); 8. Sean Sweeney (Hon); 9. Tom Girard (Hon); 10. Glenn Szarek (Hon).

UNLTD GP: 1. Pablo Real (Duc); 2. Michael Barnes (Suz); 3. John Hopperstad (Yam); 4. Louis Saccoccio (Suz); 5. Kevin Graham (Kaw); 6. Mark Schellinger (Yam); 7. Don Hough (Yam); 8. Marc Smith (Kaw); 9. Ricky Orlando (Hon); 10. Shane Turpin (Hon).
Time:14 min., 29.660 sec.
Distance: 7 laps, 50 miles.
Average Speed: 103.158 mph.
Margin of Victory: 0.050 sec.

AM H/W S/SPRT: 1. Tom Fortune (Hon); 2. Jared Paliament (Kaw); 3. Jamie Barkley (Kaw); 4. Stephen Tuel (Suz); 5. Michael Castell (Hon); 6. Rick Beggs (Kaw); 7. Jonathan Bolton (Suz); 8. Rad Greaves (Hon); 9. Rod Rittenhouse (Suz); 10. Nick Davidson (Kaw).
Time: 18 min., 26.880 sec.
Distance: 7 laps, 50 miles.
Average Speed: 81.049 mph.
Margin of Victory: 19.180 sec.

UNLTD S/SPT: 1. Larry Pegram (Hon): 2. Jamie Bowman (Hon): 3. Ricky Orlando (Hon); 4. Gene Church (Hon); 5. Jimmy Shelton (Hon); 6. Eric Wood (Kaw); 7. Thomas Barber (Hon); 8. Peter Kates (Suz); 9. Richard Perry (Kaw); 10. Kevin Hunt (Hon).
Time: 16 min., 16.780 sec.
Distance: 7 laps, 50 miles.
Average Speed: 91.939 mph.
Margin of Victory: 0.004 sec.

EX L/W GP: 1. Jimmy Mosley (Yam); 2. Pat O'Leary (Yam); 3. Leon Cortez (Yam); 4. Perry Melneciuc (Hon): 5. Larry Cohee (Yam); 6. John Stanley (Yam); 7. William Greenwood (Yam); 8. John France (Hon): 9. Jeff Vos (Rtx); 10. John Donnelly (Yam).
Time: 16 min., 12.090 sec.
Distance: 7 laps, 50 miles.
Average Speed: 92.288 mph.
Margin of Victory: 0.350 sec.

AM L/W GP: 1. Jim Potts (Yam); 2. Glen Paron (Yam); 3. Gary Prince-Cox (Hon); 4. Pat Rowland (Yam); 5. Gregory Tickle (Yam); 6. Paul Netterstrom (Yam); 7. Jason Wencel (Yam); 8. William Lindsay (Yam); 9. Brian Wohlfeil (Yam); 10. Hisaya Nakada (Hon).

EX H/W S/BK: 1. Damien Weber (Kaw); 2. Louis Saccoccio (Suz); 3. Richard Perry (Kaw); 4. Steve Harrison (Kaw); 5. Donald Ryan (Suz); 6. John Hilton (Hon); 7. Charlie Dill (Kaw); 8. Paul Gindinoto (Suz); 9. Brian O'Gallaghan (Kaw); 10. James Prince (Suz).
Time: 17 min., 7.190 sec.
Distance: 7 laps, 50 miles.
Average Speed: 87.337 mph.
Margin of Victory: 5.020 sec.

EX L/W S/BK: 1. Todd Henning (Yam); 2. John Lowman (Yam); 3. David Doe (Yam); 4. John Donnelly (Yam); 5. Brett Guyer (Yam); 6. Philip Diegregorio (Yam); 7. Stan Pollock (Kaw); 8. Gary Stumm (Yam); 9. Shane Clarke (Yam); 10. Sam Fleming (Yam).
Time: 17 min., 52.340 sec.
Distance: 7 laps, 50 miles.
Margin of Victory: 4.260 sec.
Average Speed: 83.660 mph.

AM L/W S/BK: 1. Gregory Tickle (Yam); 2. Pat Rowland (Yam); 3. Jason Wencel (Yam); 4. Ian Lineberger (Yam); 5. William Lindsay (Yam); 6. Paul Netterstrom (Yam); 7. Gene Victori (Yam); 8. David Pabst III (Yam); 9. Jeffery Swan (Yam); 10. Jody Reynolds (Yam).
Time: 18 min., 53.630 sec.
Distance: 7 laps, 50 miles.
Average Speed: 79.137 mph.
Margin of Victory: 38.820 sec.

AM M/W S/SPT: 1. Jason Brookshaw (Hon); 2. Joseph Boal (Hon); 3. Stuart Vernon (Hon); 4. Paul Sloane (Hon); 5. Chris Pauli (Hon); 6. Ed Hoffman (Hon); 7. Todd Evans (Hon); 8. Michael Lane (Hon); 9. Sean Goff (Hon); 10. Rad Greaves (Hon).
Time: 17 min., 39.730 sec.
Distance: 7 laps, 50 miles.
Average Speed: 84.656 mph.
Margin of Victory: 5.340 sec.

EX M/W S/BK: 1. Hikaru Miyagi (Hon); 2. Mike Murphy (Hon); 3. Aaron Merriman (Yam); 4. William Luke (Hon); 5. Mike Hale (Hon); 6. Bill Knox (Hon); 7. Mark Coop (Hon); 8. Michael Lehning (Hon); 9. Ricky Graham (Hon); 10. Peter Illich (Hon).
Time: 14 min., 49.94 sec.
Distance: 7 laps, 50 miles.
Average Speed: 100.807 mph.
Margin of Victory: 0.028 sec.

EX H/W S/SPT: 1. Gerald Rothman Jr. (Suz); 2. Marc Smith (Kaw); 3. Eric Wood (Kaw); 4. Ernie Kicklighter (Kaw); 5. Steve Moriarty (Kaw); 6. Sean Sweeney (Suz); 7. Brian Gibbs (Kaw); 8. Mike Karm (Kaw); 9. Richard Perry (Kaw); 10. Aaron Lanningham (Suz).
Time: 14 min., 16.130 sec.
Distance: 7 laps, 50 miles.
Average Speed: 104.788 mph.
Margin of Victory: 0.006 sec.

EX M/W GP: 1. Bill Knox (Hon); 2. Mark Coop (Hon); 3. Perry Melneciuc (Hon); 4. Aaron Merriman (Yam); 5. John France (Hon); 6. William Greenwood (Yam); 7. John Sullivan (Hon); 8. Shawn Conrad (Hon); 9. Steven Clark (Hon); 10. Robert Delie (Hon).
Time: n/a due to red flag.

AMA/CCS Harley-Davidson 883 TwinSport Series: Final round

Zampach, barely!

By Henny Ray Abrams

DAYTONA BEACH, FL, OCT 24

Tilley's H-D's Scott Zampach closed out his Harley-Davidson TwinSports championship-winning season by winning the series finale with the narrowest possible margin in a finish that was in doubt right down to the checkered flag.

In a classic three-way drafting battle on the last lap, the lead changed hands four times among three riders, with Zampach crossing the line .001-of-a-second in front of Bartel's H-D's Mike Hale with Shawn Higbee a close third on the H-D of Jamestown Sportster.

"That was an awesome race," Zampach said after winning his fourth H-D Twin Sports race in a row and sixth of the season. "That was beyond typical. That was one of the best races we've had all year. Three riders were going at it in the beginning. I'll tell you, you never knew when you were going to get passed. They passed you under braking; they draft-passed you. It was exciting. If that doesn't get the fans excited about road racing, especially road racing Harley-Davidson motorcycles, there's not much else we can do."

Zampach completed the seven lap, 25-mile race in 15 minutes, 58.060 seconds at an average speed of 93.369 mph.

"That was a heckuva race," second place finisher Hale said. "There were three of us and I thought I was in the right place. Things were going pretty good, but I pulled out to draft and there was a lot of moving around on the straight. Somebody swerved and I had to shut off and it kind of killed my drive. Second, I'm not complaining, I'm happy about it."

Newly crowned Grand National Champion Ricky Graham finished fourth, narrowly in front of a charging Andy Fenwick on the Hal's Harley-Davidson machine.

The final point standings have Zampach at the top with 385 points, Higbee second with 336, and Fenwick third with 236.

Right off the start there was a four-rider breakaway from the 54-bike field; Zampach, Fenwick, Hale, and Higbee leaving the field behind. Three riders led the first lap, with Higbee using the draft to slingshot from fourth to first the first time across the stripe.

Zampach took the point going through the International Horseshoe the first time with Higbee second in front of Hale and Fenwick, and Graham moving up to make it a quintet.

Three wide at the line for the lead on the second lap, Zampach was in front, though the order changed among the front-runners in nearly every corner.

Hale led the third lap, but was back to third on the fourth lap, staying there on the fifth as Graham went around the highside past Fenwick and into fourth.

Higbee swept into the lead on the fifth lap going down the back straight, but Zampach blew past both Hale and Higbee going into the chicane, with Hale taking the lead using the draft to start the sixth lap.

Zampach would take the lead on the sixth lap, moving past Hale on the west banking and holding the spot most of the lap. It would come down to a final-lap sprint.

Higbee went around Hale and Zampach and into first on the west banking, but Zampach drafted back into the lead, though just briefly, as Hale went from third to first to enter the chicane.

On the drive to the flag Zampach took the low line, Hale the middle, and Higbee low. Three wide they drove to the line with Zampach barely getting the nod.

"Mike and Shawn were pushing me real hard," Zampach said in the winner's circle. "You never know if you want to lead or if you want to follow. All of a sudden Mike passed me at the chicane, but I got him right back and I was leading. I thought about backing off, to let them get ahead. I thought, 'Shoot, I've never won a race by backing off yet.' so I kept it pegged. I'll tell you, (tuner) Don Tilley won that race for me

because it came down to the last 10 feet and that Tilley Harley-Davidson pulled ahead for the win."

"The last few laps, I tried to be first off the chicane and second off the chicane and third off the chicane to see which position let me be leading at the line," Hale said. "When I led it off the chicane on the white-flag lap, I was leading at the start/finish line, so I knew that's where I wanted to be on the last lap. I was leading coming off the chicane, things were going good, but I had to shut off there on the drive to the finish and I got second."

Third placed Higbee thought things might have gone better if he'd had a better set-up.

"I was having a handling problem going through the chicane. We had set the bike up to steer real quick and it was loose and causing a lot of head-shaking through there," Higbee said. "They were able to pick up a lot of ground through the chicane, so I had to try extra hard and get a good drive out of there. Unfortunately, I set my drafting pass up a little too soon and they got to use a little bit of draft on me and get back by me before the finish."

Despite losing touch with the leaders, Graham held on to fourth, edging Fenwick at the finish. In the process, Graham wrapped up the Continental Cup title, a series that combined dirt track racing points with those scored on pavement.

"I got through the pack and actually caught them, but when I got behind Fenwick he kind of let them get away and then it was just a drafting battle between he and I," Graham said.

In the U.S. TwinSports race held on Saturday afternoon, Lancaster H-D's Randy Texter took the win on a wet, but drying, track that spelled the end for a number of riders, including Hale.

Hale took the lead on the third lap on the run to the chicane, then crashed on the fourth lap going into turn one. Texter inherited a sizeable lead, holding close to an eight-second margin at the end of the fourth of seven laps. Zampach was second, a spot he would hold to the end, with Brian Gibbs a safe third on the Earl Smalls Harley-Davidson from the the fourth lap on.

"The rain made it quite a race," Texter said. "It was slippery out there. I thought it was going to be a real dirt-tracker's race because we're used to sliding things around, but the guys behind me went down and that was that." CN

Results

1. Scott Zampach; 2. Mike Hale; 3. Shawn Higbee; 4. Ricky Graham; 5. Andy Fenwick; 6. James Leslie; 7. Chuck Blackmon; 8. James Whitaker; 9. Richard Koehler; 10. Jason Fletcher; 11. Randy Texter; 12. Jay Springsteen; 13. Richie Morris; 14. Brian Gibbs; 15. Roger Reiman; 16. Joseph Winston; 17. Billy Graef; 18. Eric LaCruze; 19. Ernie Kicklighter; 20. Shawn McNary; 21. Matt Wait; 22. Louis Saccoccio; 23. Jon Stauffer; 24. Don Greene; 25. Michael Myers; 26. Geoffrey Clark; 27. Scott Stump; 28. Darvin Loyd; 29. C. J. Holmes II; 30. Robert Crabbe; 31. Ervin Lyskawa Sr.; 32. Daniel Kuttner; 33. James Hart; 34. Jeff Harding; 35. Donnie Krusinski; 36. Steve Blackburn; 37. Kent Greenholt; 38. Thomas Marks; 39. Robert Allison; 40. Russell Barron; 41. Ken Serakas; 42. Joseph Santa Maria; 43. Brian Kohl; 44. Michael Barnes.
Time: 15 mins., 58.060 secs.
Distance: 7 laps, 25 miles.
Average speed: 93.369 mph.
Margin of victory: .001 secs.
FINAL TWIN SPORTS CHAMPIONSHIP POINT STANDINGS: 1. Scott Zampach (385/6 wins); 2. Shawn Higbee (336/1); 3. Andy Fenwick (236); 4. Chuck Blackmon (229); 5. Scott Gray (220/1); 6. Richard Koehler (204); 7. Mike Hale (195/3); 8.(TIE) Billy Graef/James F. Whitaker (191); 10. Shawn McNary (172); 11. Joe Winston (167); 12. James Leslie (153); 13. Jay Springsteen (140); 14. Ricky Graham (136); 15. Jason Fletcher (107); 16. Brian Kohl (103); 17. Jeff Heino (101); 18. Randy Texter (93); 19. Matt Wait (89); 20. Brian Tillson (85).
EXPERT U.S. TWINSPORTS: 1. Randy Texter; 2. Scott Zampach; 3. Brian Gibbs; 4. Matt Wait; 5. James Leslie; 6. Brian Kohl; 7. Michael Myers; 8. Joseph Santa Maria; 9. Ervin Lyskawa Sr.; 10. Richard Hutchins III; 11. Robert Allison II; 12. Geoffrey Eric Clark; 13. Mike Hale; 14. Richard Koehler; 15. Ernie Kicklighter; 16. Chuck Blackmon.
Time: 19 mins., 13.840 secs.
Distance: 7 laps, 25 miles.
Average speed: 77.751 mph.
Margin of victory: 14.580 secs.

ROAD RACE Honda CBR Challenge

Roberts, Estok take CBR cash

DAYTONA BEACH, FL, OCT 24

A pair of Floridians won the Honda CBR Challenge races with West Palm Beach's Danny Roberts winning a thriller in the CBR900 Challenge and Port Orange's David Estok being awarded the CBR600 Challenge after the winner was disqualified.

Danny Roberts (103) won the CBR900 Challenge, topping Fritz Kling (652) and Andy Deatherage (23) at Daytona International Speedway.

Of the two 10-lap sprints, the CBR900 race was the more thrilling with three riders going tooth and nail for nine laps before a spectacular crash on the final lap made it a two-way struggle with Roberts coming out on top over Michigan's Fritz Kling.

"This is the first time I've had a chance to put my life on hold and go racing full-time, which is what I've wanted to do since day one," Roberts said after beating Kling across the line by .310-of-a-second. "Before this I've always had to work, and race when I could. I knew everything would pay off if I could get a shot at it."

Roberts completed the 38.7-mile race in 20 minutes, 16.040 seconds at an average speed of 105.391 mph and earned $3500 from the $17,000 purse. Kling won $2500.

Team America's Woody Deatherage took over third when Ricky Orlando crashed the Cycles of Boulder bike in the West End Horseshoe on the final lap when his brakes failed. Orlando emerged unscathed, though the same could not be said for his bike. The Honda cartwheeled through the run-off area and cleared the guardrail.

TBR Racing's Estok was named the winner of the CBR600 Challenge after winner Owen Weichel was disqualified following a post-race teardown. Weichel was found to have a camshaft that had 10 degrees more lift than stock. Weichel, of Toronto, Ontario, Canada, planned to appeal the disqualification on the grounds that his Honda is built for the Canadian market and therefore different from the U.S. model. CBR900 winner Roberts was also disqualified for technical reasons.

American Flyers' Mike Murphy was moved up from fourth to second, with James Leslie being given third after the disqualifications.

Though he was given the win, Estok nearly earned it on the track, running down Weichel on the final lap to close within .220-of-a-second at the finish.

"I needed one more lap or about another 10 feet and maybe I'd have had him," Estok said after originally finishing second."I tried like heck to catch him so I could get in that draft for the last couple laps and I just couldn't do it. Finally, on the last lap, I guess I just wicked it up a little bit and I caught that draft."

Estok netted $2000 from the $8900 CBR600 Challenge purse for the win. Murphy's cut was $1500 and Leslie pocketed $1000.

In the CBR900 Challenge, Roberts got the jump, taking Kling and Orlando with him right from the start. The lead trio quickly split from the 18-rider pack, another group forming up to contest fourth.

At the halfway point Kling was nominally in the lead, but it was anyone's race and Roberts would be in front on the brakes entering the chicane. Roberts said that became the pattern and he knew he had the edge.

"Me and Fritz had a routine down: I could get by him going into the chicane and he could get by me into turn two of the infield every lap," Roberts said. "The problem for Fritz is that he's so big that he can't really get behind the fairing to take advantage of the aerodynamics. When he's in front, there's a big hole in the wind behind him and you can catch his draft from a good distance away. Following him was like following a stock car."

Roberts led the final lap through the infield, the three-rider battle losing a combatant when Orlando tumbled in the second horseshoe. Kling would take the lead on the west banking and out of the chicane and Roberts knew his time was now.

"On the final lap, Fritz turned it on to try and establish a big enough lead, "Roberts said. "Fritz led out of the chicane and I thought I might have lost him, but then I could feel the draft and hoped I could catch back up and get past before the finish. That's what happened."

With the sun peering through the clouds, and the track nearly dry, Roberts sped to the early lead in the 600cc class with Hyd-Mech Saws' Weichel second and Billy Eisenacher third.

After seeing that some riders were being cautious due to a few wet patches, Weichel sped up and took over the lead with a late-braking maneuver in the International Horseshoe on the second lap, dropping Roberts to second ahead of Lundgreen Motorsports' Jeff Perry. A lap later and Estok was into third and the top three would begin a race for position.

Weichel immediately pulled out some breathing room, holding a 3.7-second lead on the fifth of 10 laps. Estok was now up to second after passing Roberts on the brakes going into the chicane the previous lap, and gaining.

The margin was down to 2.5 seconds on the sixth lap and under two seconds on the seventh lap. What was also coming down were lap times. Weichel began the race running 2:09's, but had to dip into the 2:06's to stay ahead of the charging Estok.

Unofficially, Weichel clocked a 2:05.75 on the ninth lap as Estok continued to close and a lap later was into the low 2:04's, again, unofficially.

It would be a race to the flag - Weichel to the bottom of the track to avoid being drafted, then weaving to the line while judiciously using a backmarker. Estok held onto second, with Roberts getting the better of a fine race with Mike Murphy for third.

Murphy had taken third on the ninth lap, going around Roberts on the outside of turn one, though Roberts took it back. Murphy again challenged, this time successfully, with an inside braking move going into the International Horseshoe. But on the final lap Roberts would slingshot past at the flag to take the third position.

"I believe my biggest advantage over him was the chicane," Estok said. "The chicane's always my strong point. I go in there deeper than most people. It was wet there and it was intimidating everybody. I was just sliding across the wet and hoping I'd catch traction when I got back to the dry patches and it worked for me. I went a little crazy, but I wanted that $2000 and the win."

"Every lap I was looking back and I saw him (Murphy) coming," Roberts said. "I knew when he passed me it was the eighth lap. When someone's coming on you there's not much you can do. You know he's got fire in his eyes. But when he caught me, I just did what he did and stayed with him. I knew on the last lap it'd be a matter of drafting. I think he thought I was coming around the outside in the trioval, because he was leaning that way. I ducked down to the apron and it worked out great. (On the last lap) I went into the chicane and I saw God! I'm telling you, I went in there so hard it was scary, but that was the key."

Weichel, before being disqualified, was pleased with his performance: "It was a good smooth ride. When we got started, it was a little wet in the horseshoe and I got in a big slide, but these Dunlops, man, they're just unbelievable. I had some tire warmers on and I shot out to the front. I seen some guys were tentative and I just tried to push hard at the beginning, but a ten lap race is so long here at Daytona. You've got so many things running through your mind. I haven't been in the lead all year long because I've been running the Nationals and chasing guys. It was so hard to concentrate. I looked back a couple times and seen Estok but he wasn't within striking range. I figured he's got to make the move and I'll just try to be consistent and smooth. I think I could've gone faster, but I didn't get in any trouble and I figured until I'm challenged I'm just going to stay where I am. (On the last lap) He really put a charge on. I was a little too tentative, but I held him off to the line." CN

Results

HONDA CBR900 CHALLENGE: 1. Danny Roberts; 2. Fritz Kling; 3. Andrew Deatherage; 4. Gene Church; 5. Billy Eisenracher; 6. Larry Locklear; 7. Evan Semoff; 8. Tom Girard; 9. Ron Ewerth; 10. Shane Turpin; 11. Kevin Hunt; 12. Paul Youngman III; 13. Jimmy Shelton; 14. Jeffrey Johnson; 15. Barry Rompella; 16. Patrick Ludwig; 17. Ricky Orlando; 18. John Hilton.
Time of race: 20 mins., 16.040 secs.
Distance: 10 laps, 35.6 miles.
Average speed: 105.391 mph.
Margin of victory: .310 secs.
HONDA CBR600 CHALLENGE: 1. David Estok; 2. Mike Murphy; 3. James Leslie; 4. Brian Gibbs; 5. Bill Know; 6. Billy Eisenacher; 7. Max Autry; 8. Charles Chouinard; 9. Jeff Perry; 10. Dan Turner; 11. Glenn Szarek; 12. Mark Coop; 13. Michael Lehning; 14. Tom Girard; 15. Michael Gallagher; 16. Michael Crepeau; 17. Todd Duncan; 18. Shawn Conrad; 19. Erik Larsen; 20. Michael Carter; 21. Douglas Tardio; 22. Stephen Cooke; 23. Larry Goldstein; 24. Jim Lester; 25. Robert Presby; 26. Evan Semoff; 27. Patrick Ludwig; 28. Dave Rosno; 29. Thomas Lombardo; 30. Sean Sweeney.
*Time, average speed, and margin of victory not available due to disqualification of winner.

ROAD RACE AMA/CCS EBC Brakes Endurance Challenge: Final Round

Moto/Liberty Nankai II crowned in season finale

(Above) 4 & 6 Racing (5) leads Moto Liberty/Nankai II (38) in their battle for the GTU class championship at Daytona International Speedway. (Right) 4 & 6 were forced to change a tire and that proved to be the difference in the race.

By Henny Ray Abrams
Photos by Abrams and Daytona International Speedway

This was racing the way it should be. After 11 races in nine states over a period of eight months, the top two teams in the GTU class of the EBC Brakes Endurance Series, Moto Liberty/Nankai II and 4 & 6 Racing, were separated by a single point. There was no strategy in the final three-hour race at Daytona International Speedway; the team that finished in front of the other would likely carry the number one plate for 1994.

That honor will go to Moto Liberty/Nankai II, a team that ran a trouble-free race and chose the right tires on a day that rain showers caused a number of unscheduled pit stops and, ultimately, decided the championship.

Started under a cloudy bright sky, the race was red-flagged after about 15 minutes due to oil on the track. With rain clouds threatening overhead, a number of teams changed tires, with 4 & 6 Racing going to grooved intermediates. The rain began, but ended quickly and by the end of the first hour 4 & 6 Racing found themselves in 14th place and never able to catch up.

"It was our mistake when they had the red flag," said 4 & 6's Jonathan Cornwell, who teamed with fellow Canadian Owen Weichel. "We should have looked at the sky and guessed it might blow over. We gambled with our tires that it would rain."

4 & 6 would finish third behind Moto Liberty/Nankai II's Takahito Mori and Doug Carmichael and AGV Sport Group's Steve Crevier and Michael Taylor.

"This is great, to win the title two years in a row," Doug Carmichael said after the team won its fifth race of the year. "We'll be back next year to do it again."

Carmichael and Mori, who finished fifth overall, covered 76 laps of the 3.56-mile track with both the second and third placed machines finishing on the same lap.

The final point standings have Moto Liberty/Nankai at the top with 339, six better than 4 & 6 Racing. Northwest Racing, fifth today with Andy Fenwick and Dean Mizdal sharing the riding, ended the season third with 271 points.

The GTO championship had been clinched by Two Brothers Racing at the penultimate round at Sears Point International Raceway. This race would be wide open and the very decisive win would go to Fastline/MCM Suzuki who caught some luck in their final race with the number one plate. With Michael Barnes in the lead during the opening stages of the race, the Fastline/MCM Suzuki GSXR1100 was black-flagged because it was leaking oil. Coincidentally, the race was red-flagged when four bikes crashed oil in the final infield turn. The problem for the Fastline/MCM crew would be a radiator with a hole in it, likely a rock picked up on the warm-up lap according to team captain Jeff Stern.

Once fixed, there was no stopping Barnes and teammate Scott Zampach and the duo completely dominated the race.

"We came here in March and won the race and now we're back again," said Barnes, who celebrated his 25th birthday on October 21. "It's a pretty good way to finish off the season. Scott did a great job and he's been a great teammate."

The Fastline/MCM team completed 79 laps, or 281.24 miles, on the 3.56-mile course at an average speed of 93.415 mph. Their margin of victory was four minutes, 17.899 seconds.

Second place, a lap down, was taken by H.N.S. Racing with Two Brothers another lap behind in third, and former champions Dutchman Racing yet another lap adrift in fourth.

Two Brothers Racing finished the season with a 30-point cushion in the series point standings, 387 to Fastline/MCM Racing's 357. Dutchman ended the season with 305.

GTU

Three teams split at the start, Moto Liberty/Nankai II, 4 & 6 Racing, and Fastline/MCM Racing II. 4 & 6 Racing's Weichel was in the lead when the race was red-flagged on the eighth lap.

Moto Liberty/Nankai II stayed with their choice of tires and didn't change during the delay. "That was 12 minutes of tire wear," Carmichael said.

Weichel jumped out to the lead on the re-start, but Mori was with him as well as Fastline/MCM Racing II's Craig Gleason.

About 50 minutes into the race, the rain began and pit stops brought some teams in for tire and rider changes, among them Gleason's team who changed tires and gave the bike over to James Randolph.

At the one-hour mark, Takahito Mori had the Moto Liberty/Nankai II Suzuki into second overall while 4 & 6 Racing's Jonathan Cornwell struggled back in 14th place after a particularly troublesome pit stop.

Carmichael took the middle riding stint as the race approached the halfway point, briefly losing the lead to AGV Sport Group's Steve Crevier who took the lead when Mori pitted. Crevier came in a few minutes later and gave the bike to Michael Taylor, then revealed that he'd crashed in the second horseshoe, picked it up, and brought it in to the pits. He also said the team's Honda CBR600 was having carburetion troubles.

At the halfway point Moto Liberty/Nankai II led AGV Sport Group with Hyvac Racing in third in front of Keystone/Northstar II.

Jonathan Cornwell gave up the 4 & 6 Racing entry at the 1:43 mark to Weichel as the track began drying quickly and the team was up to ninth place. Weichel was making up ground everywhere, but was over a lap down with an hour to go, with Taylor moving into the lead and Carmichael a close second.

Carmichael's stint would end at the 2:12 mark with Mori taking over again for the run to the flag.

"It was pretty wet when I went out at first, but it was drying," Carmichael said. "We were going to run the whole race on the same tires. We did that because it was dry in the beginning. Mori didn't want to run DOT's in the rain. He had never ridden on them. Yesterday we gave him the whole practice to try them."

With just over half an hour to go, Mori was back in the lead and the team would not have to make another pit stop. The other teams weren't as lucky.

Andy Fenwick replaced Dean Mizdal on the Northwest Racing Honda. Owen Weichel came in to give Cornwell the 4 & 6 Racing bike for the final 34 minutes and, about five minutes later, Crevier was back on the AGV Sport Group bike, taking it from Taylor. Not long after that Jamie Bowman would take the Hyvac Racing bike for the final time.

But all those stops just added to Moto Liberty/Nankai's cushion and they cruised to the winner's circle.

AGV Sport Group took second, their best finish of the year, and 4 & 6 Racing ended up third.

"We had our share of problems," Crevier said after finishing second. "We had some carburetion woes. I even fell down once in the West Horseshoe turn in the infield just to make matters a little funner. We're just pleased we could get second."

"I told Steve when he jumped on the bike that with the carburetion problem the power came on like a hit with a hammer at 9000 rpm," Crevier's teammate, Michael Taylor, said. "We were fortunate when it started to rain that we had street tires on it. I was impressed at just how fast Steve could go in the rain."

Though the season title eluded them, Cornwell found some consolation in finishing second.

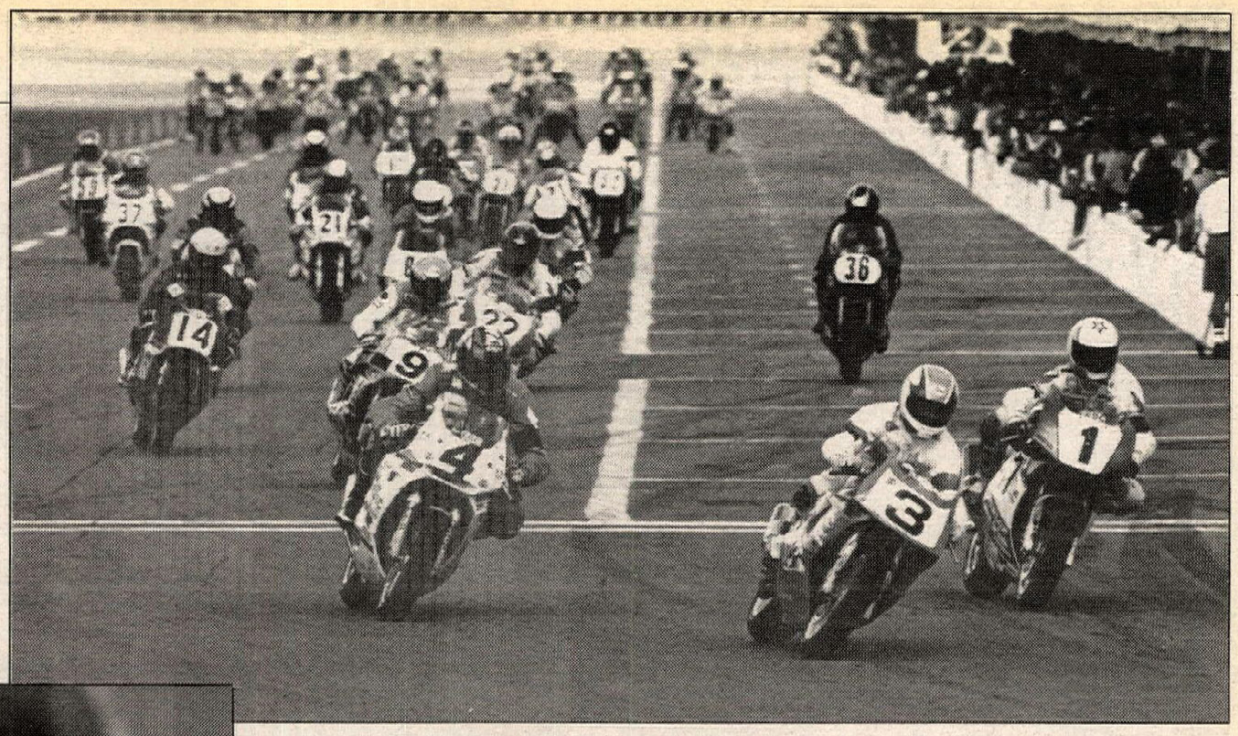
"I'm thankful 4 & 6 Cycle came to the rescue of the Hornblower Racing bike and allowed us to finish up the season," he said.

"It's been real great," Weichel agreed. "You've got to look at the series. We came here one point behind Moto Liberty. One point between two teams going into the final race. We ran up front in the first hour, but we gambled and it didn't pay off."

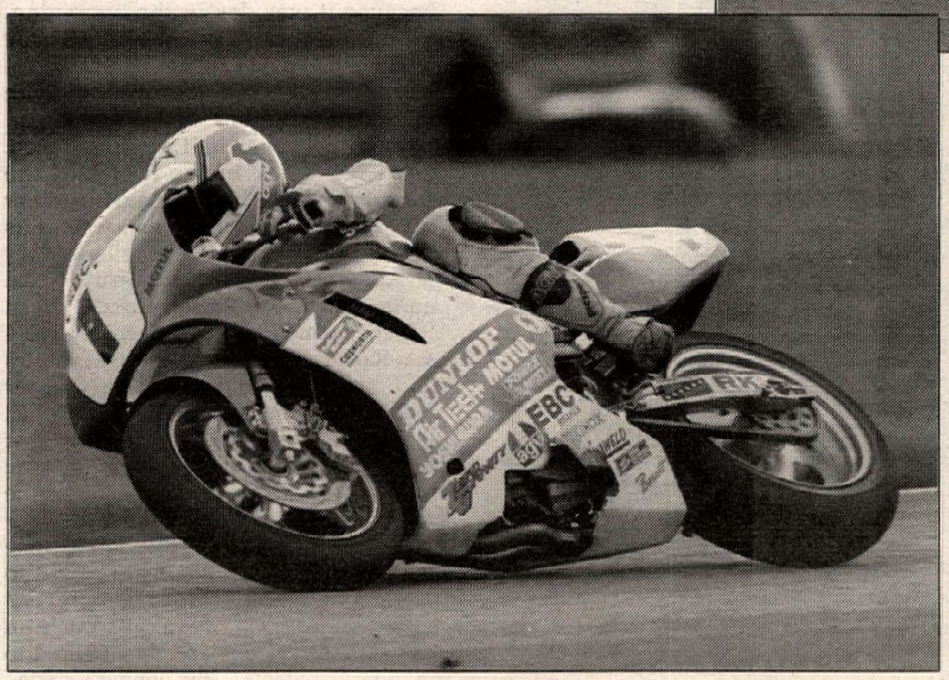
Hyvac Racing finished fourth with Northwest Racing finishing fifth.

GTO

Michael Barnes was running so well at the front of the pack that he didn't



(Right) The GTO pack leaves the start line at Daytona with Dutchman Racing (3) leading the way. (Below left) Fastline/MCM Racing ended up taking the victory. (Below right) HNS Racing (37), Two Brothers Racing (21), Fastline/MCM Racing (1) and Dutchman Racing (3) celebrate in Victory Lane.



think the black flag could possibly be for him. But it was, the officials spotting the smoking Suzuki which was brought in just after four bikes went down on oil. It wasn't determined if the Fastline/MCM Suzuki bike caused the spills, especially since Barnes didn't fall on his own oil, but the crashing stopped after the red flag and in the final two-plus hours there was no wholesale crashing in turn five.

There were a few early casualties. Christian Gardner crashed the Two Brothers Racing Too Honda in the left hand dogleg on the first lap, fracturing his left arm. Team America's Fritz Kling slowed dramatically on the fifth lap after having a piece of debris hit him in the hand. He pitted and handed off to Woody Deatherage who would finish the race. The debris sliced through Kling's glove and to the bone. The injury required stitches and Kling was told that he couldn't get the stitches wet, so his day was over.

On the re-start, Barnes again took control with Dutchman Racing's Ray Yoder giving chase and Tommy Lynch third on the Two Brothers Racing Honda CBR900.

Yoder made an unscheduled pit stop on the sixth lap of the re-start when he felt a vibration in the rear tire.

"Some belts broke inside of it," Yoder said. "It vibrated real bad. At the red flag we were going to change it. It got us some laps down."

Not long after, Yoder had to come in to have cut slicks fitted to the Dutchman Racing Yamaha FZR1000. Barnes also came in to change tires and give the Fastline/MCM Suzuki to Scott Zampach after riding through the rain.

"The rain started by the chicane, then came down the banking, and down the backstraight," Barnes said. "I was doing 2:03's in the rain. I'd have stayed out there. I wanted them to tell me."

At the one-hour mark, H.N.S. Racing was in the lead, Tray Batey at the controls of the team's Yamaha FZR-1000, with Zampach second. The H.N.S. team waited until the halfway mark to bring Batey in and send Thomas Wilson out, the team still in the lead despite racing through the rain on slicks.

"I was keeping an eye on the clouds," Batey said. "Out of the chicane it was really wet, but the water was running off the banking good. I had to hold my speed down. The infield was real slippery. I slowed to 2:20's and my best lap times were 1:59's. We were using hard compound slicks and we had a real hard time driving out of corners when leaned over."

By the two-hour mark Zampach was back in the lead, Wilson second with Nick Ienatsch third on the Two Brothers bike. He would hand the bike back to Lynch just after the two-hour mark as the Two Brothers' crew fitted a new hand-cut rear slick. The tires had an overabundance of mold releaser on them and Ienatsch found them to be a handful at first.

"The first two laps I didn't lean over any farther than a tricycle," Ienatsch said. "They scared me. You get a little sprinkle and it starts messing with your brain. It was drifting a little, but nothing major."

Deatherage had the Team America bike up to fourth as team captain Frank Slaughter suited up and waited for Deatherage to give an indication that he'd had enough.

Barnes came in again with half an hour to go, but said he was having so much fun that he wanted to finish the race, which he did, at the front.

"We finally got the bike sorted out at the end of the season," Barnes said. "The pressure was off and it seemed to be an easier race."

"With 45 minutes left we got the official word that we were leading," Zampach said. "We had a cut slick on the rear and a DOT on the front. Going 180 mph we were a little worried that the DOT wouldn't take that speed. It would chatter and vibrate on the banking. It was concerning me quite a bit. It was really a situation that I was thinking back to Charlotte and Mike Harth crashing. It was vibrating and shaking out of my hands and I was praying to God nothing would happen."

"We planned on pitting three times. When I went out it was raining and we put on rain tires. It was my turn again and I was all excited to go out and ride what was most likely my last ride for Fastline and I saw Mike come in ready to go," Zampach said.

Batey and Wilson had a handling problem on their Yamaha FZR1000, but it didn't stop them from finishing second.

"We had a head shake on the bike," Batey said. "It bothered Tom the first stint. It was just kind of a nuisance. The bike was a handful when it started raining. Our team manager told me if it really got bad to come in and they would do something about it. When the 600 SuperSport bikes began passing me in the infield, I thought it was getting pretty bad."

Two Brothers Racing was a comfortable third, Lynch bringing "The Countermeasure" into the winner's circle.

"I think it got boring out there when it began to rain," Lynch said. "That's when you've got to be a bit tentative and that's not racing. I'm glad we were able to run most of the race in the dry. It was definitely exciting, that's for sure. We came here thinking about next year's program, testing different tires and suspension combinations. We didn't have exactly the right combination so we got beaten today. What we learned today will help us next season."

Dutchman Racing's Mike Harth and Ray Yoder were credited with fourth, though team captain Dave Schlosser thought they'd finished higher.

"They're telling us we're three laps down. That's impossible," Schlosser said. "We were 10 seconds a lap faster than anybody in the rain." A scoring recount was done following the race and the results stood.

Woody Deatherage brought the Team America bike home fifth having ridden about 2 1/2 hours.

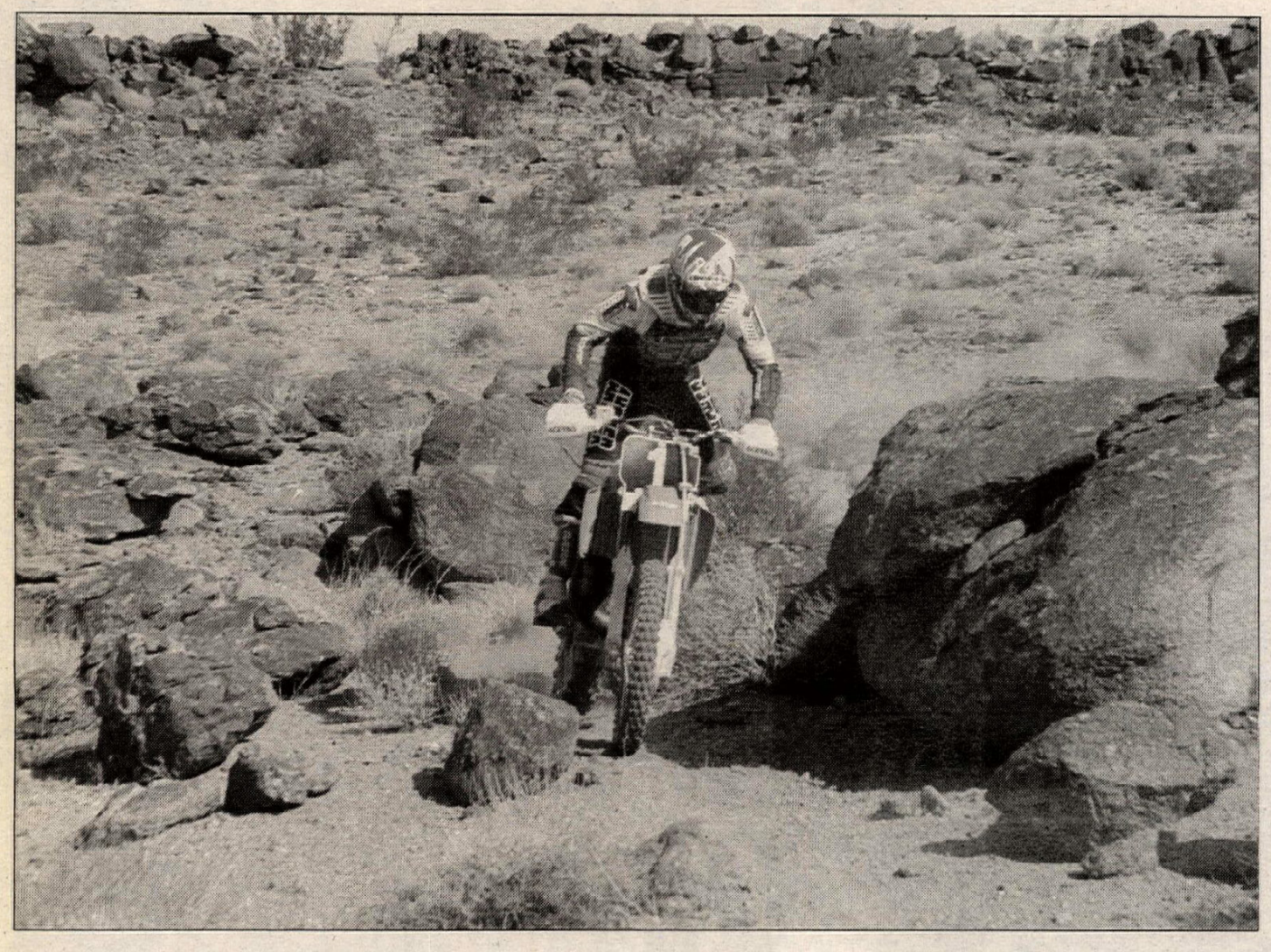
"I rode everything but four laps," Deatherage said. CN

Results

GTO: 1. Fastline/MCM Suzuki (Suz); 2. H.N.S. Racing (Yam); 3. Two Brothers Racing (Hon); 4. Dutchman Racing (Yam); 5. Team America (Hon); 6. Blackhawk Racing (Yam); 7. Lucky Dog Racing (Suz); 8. Arnold Ziffel Racing (Suz); 9. Sportsland of Laramie Racing (Yam); 10. Freedom Racing (Suz); 11. Team Rosati's Pizza (Hon); 12. Team Magic (Yam); 13. Hammer Head (Suz); 14. Action Machines I (Suz); 15. Team Mismatch (Suz); 16. Fast Lane Racing (Kaw); 17. Team Bud (Suz); 18. Keystone/Northstar (Yam); 19. Mile Hi Motorsports (Yam); 20. Gold Hill Racing (Yam); 21. Addicted Racing (Suz); 22. Walsh Racing (Yam); 23. BCP Racing (Kaw); 24. Ondagass Racing (Suz); 25. White Fire Racing Endurance (Hon); 26. Magnattach-HSKS of Ocala Racing (Kaw).
Time: 3 hours, 38.326 secs.
Distance: 79 laps, 281.24 miles.
Average speed: 93.415 mph.
Margin of victory: 4 mins., 17.899 secs.
FINAL GTO C'SHIP POINT STANDINGS: 1. Two Brothers Racing (387); 2. Fastline/MCM Racing (357); 3. Dutchman Racing (305); 4. Team America (286); 5. Blackhawk Racing (278); 6. Keystone/Northstar (249); 7. Team Magic (225); 8. N2 Racing (172); 9. Action Machines (99); 10. Team Racelaw (85); 11. Full Tilt Motorsports (78); 12. Team Yamaha Endurance (74); 13. Begotka Racing (70); 14. (TIE) K.W.S. Motorsports/Lucky Dog Racing/Sportsland of Laramie Racing (68); 18. T.P.M. Racing (60); 19. (TIE) Team Suzuki Endurance II/White Fire Racing (55); 21. (TIE) CIA Racing/Vance & Hines II (52); 23. Team Mirage (49); 24. E.L.B. Racing (48); 25. Tynan Lumber # 2 (44).

GTU: 1. Moto Liberty/Nankai II (Suz); 2. AGV Sport Group (Hon); 3. 4 & 6 Racing (Hon); 4. Hyvac Racing (Hon); 5. Northwest Racing (Hon); 6. Raceco (MG); 7. Keystone/Northstar II (Suz); 8. Semoff Brothers Racing (Hon); 9. American Flyers (Hon); 10. AGV Sport Group II (Hon); 11. TBR Racing (Hon); 12. Don & Roy Motorsports (Hon); 13. Honda-Suzuki World Racing (Hon); 14. Mototune Endurance (Hon); 15. Wonce N' Awhile (Yam); 16. Island Boys Racing (Hon); 17. Fastline/MCM Suzuki II (Suz); 18. Go, Johnny Go! (Hon); 19. Maximum Velocity (Yam); 20. Pirate Racing (Hon); 21. Honda of Prestonburg (Hon); 22. Chicken Hawk Racing (Hon); 23. Honda West Endurance (Hon); 24. Schilling Racing (Hon); 25. Big Shiney (Hon); 26. Team Lean Angle (Hon); 27. The L.O.D. (Hon); 28. Ultra Slim Fast Racing (Hon); 29. Apache Racing Team (Hon); 30. Other Brothers (Yam); 31. HSKS of Ocala Racing (Hon); 32. Alpina (Hon); 33. Dave's Cycle/Guzzi (MG); 34. Bullfrog Racing (Hon); 35. Rice Burner (Suz); 36. C.A.D. Racing (Hon); 37. Dinosaur Racing (Hon); 38. Yamaha of Leesburg Racing (Hon); 39. ZA-SM (Suz).
FINAL GTU C'SHIP POINT STANDINGS: 1. Moto Liberty/Nankai II (339); 2. 4 & 6 Racing (333); 3. Northwest Racing (271); 4. American Flyers (258); 5. AGV Sport (257); 6. Keystone/Northstar II (254); 7. Fastline/MCM Suzuki II (229); 8. Southwest Motorsports (217); 9. Raceco (151); 10. Xtreem Performance Racing (114); 11. Himmelsbach Endurance (93); 12. (TIE) Honda-Suzuki World Racing/Team Hansen (89); 14. AGV Sports Group II (88); 15. Moto Liberty/Suzuki (84); 16. Semoff Brothers Racing (81); 17. (TIE) Team Norway/Team Toaster (70); 19. Motorcycles Unlimited (67); 20. Apache Racing Inc (64); 21. Yamaha of Leesburg (58); 22. Ultra Wheel Racing (55); 23. (TIE) Don & Roy's Motorsports/Gatorshaulin (53); 25. Island Boys Racing (48).

OFF ROAD AMA National Championship Hare & Hound Series: Final round



Danny Hamel completed his sweep of the series with a start-to-finish overall win at Lucerne.

Hamel perfect!

By Anne Van Beveren
Photos by Tom Van Beveren

LUCERNE VALLEY, CA, OCT. 24

With the overall title and most of the class battles already decided, the last round of the seven-race National Hare & Hound Series seemed destined to slip by without any fanfare.

But that was before Kawasaki's Danny Hamel arrived on the starting line with a season six-for-six record in overall wins, just one victory away from the first clean sweep in the prestigious event's eight-year history.

The 21-year-old from Boulder City, Nevada, was uncharacteristically somber as he prepared for the start of the race, which was organized by AMA District 37's 100s M.C.. He had little to say and his usual quick smile was replaced by an all-business attitude as he contemplated the difficult task ahead: 80 miles of Lucerne Valley terrain, a total lack of wind, which left blinding silt hanging over the trail, and a large field of riders that included the best racers in desert competition.

But when the banner dropped, the old Hamel - the Kawasaki KX500 racer who has dominated the series for three-straight years - was back. The Team Green racer grabbed the lead on the bomb run and ran trouble-free all the way to the checkered flag to finish a perfect seven-for-seven race season almost four and a half minutes ahead of his nearest rival.

"Nobody's ever won all the races in the series before. This is a first," said Hamel. "I tried to approach it as just another race, but, now that its over, winning this and winning them all is a really good feeling."

The large field, which was swelled by out-of-state National competitors, riders competing for points in the Best In The West Series and local desert racers seeking end-of-the-year points to secure District 37 class titles, lined up for the 9:30 a.m. start on the east side of Bessemer Mine Road.

The Amateur/Expert start got away close to on time, but thick dust and an injury in the starting area delayed the second row start for almost an hour.

Hamel leaped off the line when the banner dropped for the first time, and was out in front all the way in the long drag race that headed east across Upper Johnson Valley towards the Reagan mountains.

"It was such a 250 or 500 start. That's what you had to be on to go anywhere on that bomb," said Jeff Capt, who was trying a KX250 on for size after wrapping up the 125cc series title at the previous round. "It was eight miles long with a bit of an upgrade at the end. It was like a freeway all the way."

Hamel had clear air as he passed the bomb and picked up the start of the ribboned course, but behind him, the dust was already taking a toll.

"I was right behind Hamel but he dusted me out so bad I went left and (Ted) Hunnicutt got by me," said Ty Davis, whose KX500 was trapped in the dust kicked up by Hunnicutt's Kawasaki KLX650R. Capt used the extra power of his 250cc mount to grab a place in the top five at the bomb, and KTM-mounted Todd Hoy and Dan Richardson, aboard a mix-and-match Honda CR500, were also in the hunt.

"My '93 bike was all ready to go but I blew the base gasket last night," said Richardson. "We pulled the motor out of the new '94 I'd just bought and put it in the '93 frame. I broke the motor in on the bomb this morning."

Honda's Dan Ashcraft was still trying to get to the bomb. "The dreaded four-stroke strikes again," said the Honda XR600 pilot. "It took five kicks to get it started. Once you miss, you've got to clear it out and then try again, and it took ages. By the time I got to the bomb, I saw the leaders going over the hill way in the distance. It was so bad."

But it could have been worse. Ashcraft's teammate Chuck Miller retired his XR600 when it "...started crapping out - popping and banging..." at the 15-mile mark; David Ondas barely made it past the bomb before a fouled plug forced him to call it quits, and Jim Gray drove all the way from Colorado to DNF at the five-mile mark.

"A guy crashed in front of me and I went through his dust. I didn't see a road they had plowed that had a berm about three feet high. I flew about 40 feet and landed on my shoulder," said Gray.

Hamel used the clear air at the front of the pack to his advantage in the wide-open easterly sprint that led all the way to check one in the Hartwell Hills. Further back, blinding dust slowed the racers and made the going especially difficult as they neared the first check.

"It was so dusty I didn't see the first check at all," said Senior class racer Terry Davis. "They put it back in a corner and I didn't even know I'd missed it until I got to check two."

The trials continued as the course headed north across Galway Dry Lake, looped towards Bessemer Mine and then ran back down the valley towards the start/finish area. Paul Krause hit the ground wide open in fourth gear when he clipped a rock in a corner just before check two. Over-40 racer Steve Pitts tweaked his body and his bike in what he rated as his "best endo of the year" near the 20-mile mark, and a promising run by Jeff Capt hit the skids when the first-time 250cc pilot tumbled over a sand dune halfway around the first loop.

Todd Hoy's luck ran out at the alternate gas, just before the final sprint into the pits. "My bike had gas but it quit three times. I was out there sitting around for ages," said Hoy, who had been as high as fourth in the early running. "It was okay most of the way around loop two, but then it quit again near the end."

For most of the racers, the first loop was a frustrating mix of high speed terrain and blinding dust. "It was so dusty I couldn't even find a trail for the first half of the race—I just had to follow the dust, and it was wide open all the way so I knew I was losing time," said XR600 pilot Dave Donatoni, who was battling back from a slow start that left him 15th at the bomb.

A dust-free run in the number-one spot let Hamel make the most of the fast-paced course. The KX500 racer completed the 42-mile first loop in 55 minutes flat and sprinted into loop two's 38-mile circuit three minutes ahead of second-placed Hunnicutt.

Richardson's CR500 was charging hard in third a minute behind Hunnicutt at the pits; Davis held fourth, and Rex Staten, leader of the Over-30 pack, inherited fifth when Capt called it quits due to his sand dune-related injuries. Larry Roeseler, aboard a KX250, had battled through the dust after a mediocre start to take sixth, ahead of the KX500 duo of Kurt Hintz and Mark Haugen.

The Honda trio of Donatoni, Ashcraft and Johnny Campbell were battling for 10th as they headed into loop two; Hoy's mechanical problems had relegated him to 14th, and a battered KX500 delivered Krause to his pit in 17th. Bill Maxim continued his series-long domination of the Senior division in 22nd overall; Dave Kersting led the Over-50 class in 44th, and Quint Betts had flogged his KX125 through the fast terrain to grab the 125cc lead in 45th, despite losing his muffler 10 miles into the loop.

The terrain changed dramatically as soon as loop two began.

"I thought the second loop was awesome - really good," said Roeseler. "The course criss-crossed back and forth and it was technical all the way. The club used a lot of imagination.

Davis, who inherited third behind Richardson when Hunnicutt took time out in the pits to check his brakes, agreed.

"The first loop was terrible - it was about a 'one,' and the dust sucked, but the second loop was pretty tough. I'd give the second loop about an 'eight,'" said Davis.

Hamel continued to lead comfortably as he battled through the technical terrain, but behind him there was one turnover after another.

Davis swept past Richardson to claim second in the first five miles, but when Hunnicutt tried to follow suit just a few miles further on, the four-stroke pilot found the going a lot rockier than he'd expected.

"I was trying to pass Richardson on a road; he kicked up a rock with his rear wheel and it hit me right in the face - it almost knocked me out," said Hunni-

cutt, who came away with a bloody cut across the bridge of his nose. "I finally got going and got back by him, but hitting a bump or anything would really hurt. My whole face hurt."

Richardson was hard on the gas all the way to the end of the loop trying to hold on to fourth, but Roeseler came on strong just as the CR500 pilot started to fade.

"I held him off for a while, but a few miles from the finish I kind of died," said Richardson. "I haven't ridden for a while."

The tight terrain made a welcome change for out-of-state riders like Curtis Dice, who admitted that he was way out of his depth in loop one.

"I'm definitely out of my element in the fast stuff - it's not my kind of terrain- and I got a three-kick start so the dust made it even worse," said Dice, who needed only a finish to wrap up the Over-30 series title after year-long rival Jeff Boyd broke his collarbone at a local race in Utah.

The tight terrain also gave the less fortunate racers a chance to do some catching up. Steve Ogren made up some of the places he had lost in loop one when he missed the course near Galway Dry Lake, and Robert Baehr was trying to recover from doubling back to find his crew on pit row and stopping once on each loop to dump extra gas into the small tank on his 1994 KX250.

But the loop brought its share of trouble, too. Mark Haugen was wearing his clutch out on the hills trying to stay in front of the Vet 250cc class with a blown power-valve, and Utah hopeful Jeff Lundgreen crashed hard and hurt his shoulder.

With a three-minute margin and the end of the series just over the horizon, Hamel was enjoying every inch of the tight terrain.

"The whole second loop was really challenging; there were very few whoops, lots of new trails, lots of rocks, and some neat rocky ridges," said Hamel.

Back in fourth, Roeseler was also starting to relax. His nearest 250cc rival, Greg Zitterkopf, who had already sewn up the quarter-liter series win, was nine places back in 13th overall and, riding with three broken ribs after a crash the weekend before, was unlikely to launch a late charge.

Rex Staten, who had led the Over-30 racers all the way from the bomb, was also taking it easy, and spent more time concentrating on his KX500's suspension than on his closest rivals, Donatoni and Ashcraft.

"I got new forks and it was like riding a board," said Staten, "but I had no problems apart from that."

A last-minute charge by Donatoni put Hintz's seventh overall in doubt; with five miles to go and up in second, Davis was also starting to sweat.

"I got a (front) flat five miles from the finish," said Davis. "It was a good thing it was close to the end or I might've lost some places."

Out in front, Hamel rode trouble-free all the way to the checkered flag and the history books. He completed the 38-mile second loop in just over an hour, an impressive four minutes and 22 seconds ahead of Davis' rival KX500, and gave the same report that followed his other six wins in the series: "I got the holeshot and didn't have any problems at all. I never got lost and never fell down, and the bike ran fine all the way."

The Kawasaki/Answer/Acerbis/Beam/Bieffe/Braking/Dunlop/Don Joy/F&L/RK/IMS/Maxima/Magnum/N-Style/Pro Circuit/Powerbar/Scott's Performance/Scott/Sprocket Specialist/Back Canteen/MXA-backed racer, Hamel, rated the 100s M.C.'s event as a "really good national - really challenging," and admitted that dust played a big role in his large lead.

"Being out of the dust really helped a lot. Every time I looked back, it was just unbelievable dust," said Hamel.

But the key to winning the series, according to Hamel, was his Kawasaki KX500. "I had no problems with my bike the whole series. I think that was the key to winning all seven of the races," said the three-time champ. "If you have one tiny problem, that's it, but I had a perfect ride every time."

Davis brought his Kawasaki/Race Tech/Maxima/Tsubaki/FMF/BLT/Acerbis/ MMF/N-Style/Endura/Marzocchi/GP Stabilizer/Varner/Rocket Rex Racing-backed KX500 home in second despite the last-minute flat, and Hunnicutt's KLX650R crossed the line eight minutes behind Hamel to claim third. Roeseler was the next racer to cross the line, taking the 250cc win in fourth, and Richardson broke the Kawasaki line-up when his Mid Cities Honda-backed CR500 galloped home in fifth.

Rex Staten grabbed the Over-30 win in sixth, ahead of District 37 enduro champ, Kurt Hintz, who recently took his second number one enduro plate in a row, and Donatoni and Ashcraft brought their Hondas home in eighth and ninth overall to round out the top three in the Vet division.

"I didn't get a very good start and it was so dusty I didn't see the first half of the race, but it was a great course - very demanding," said Donatoni.

Johnny Campbell's Honda edged Paul Krause's battered KX500 out of 10th overall; Todd Hoy nursed his misfiring KTM home in 12th, and Zitterkopf took second in the 250cc Expert behind Roeseler in 13th.

Bill Maxim finished at the head of the Over-40 pack in 18th overall; Curtis Dice was all smiles after 20th place gave him the finish he needed to take the National title in the Over-30 class, and a slow but sure approach gave Husaberg pilot Scott Meyer the Four Stroke series win in 27th.

"There were only six points between me and Dan Good (for the series win)," said Husaberg America/Truckee Cycle/Carson KTM-Husqvarna/Race Tech-backed Meyer. "I couldn't get my bike started this morning and he towed me for 20 minutes. His Dad even offered to pit for me. You don't find better sportsmanship than that."

The 125cc class winner, Quint Betts, appealed for more competition after he led his division from start to finish; Super Senior winner Dave Kersting said the course was poorly marked, and Christine Ogren quietly took her third National title in a row in the Women's division with six class wins in the six races she attended. CN

Results (unofficial)

O/A: 1. Danny Hamel (Kaw); 2. Ty Davis (Kaw); 3. Ted Hunnicutt (Kaw); 4. Larry Roeseler (Kaw); 5. Dan Richardson (Hon); 6. Rex Staten (Kaw); 7. Kurt Hintz (Kaw); 8. Dave Donatoni (Hon); 9. Dan Ashcraft (Hon); 10. Johnny Campbell (Hon); 11. Paul Krause (Kaw); 12. Todd Hoy (KTM); 13. Greg Zitterkopf (KTM); 14. Steve Ogren (Kaw); 15. Mark Haugen (Kaw); 16. Robert Baehr (Kaw); 17. Jon Parks (Hon); 18. Bill Maxim (Kaw); 19. Curtis Dice (KTM); 20. Ron Bragdon (Hon); 21. Steve Thompson (Kaw); 22. Todd Colley; 23. Erik Wolfe (Yam); 24. Gary Dudley (Kaw); 25. Chris Stewart (Yam); 26. Jeff Lundgreen (KTM); 27. Scott Meyer (Hbg); 28. Gary La Charite; 29. Steve Smith; 30. Gary Scheidler.

OPEN EX: 1. Danny Hamel (Kaw); 2. Ty Davis (Kaw); 3. Ted Hunnicutt (Kaw).

250 EX: 1. Larry Roeseler (Kaw); 2. Greg Zitterkopf (KTM); 3. Steve Ogren (Kaw).

125 EX: 1. Quint Betts (Kaw).

0-30 OPEN EX: 1. Rex Staten (Kaw); 2. Dave Donatoni (Hon); 3. Dan Ashcraft (Hon).

0-30 250 EX: 1. Mark Haugen (Kaw); 2. Ron Lawson; 3. Scott Anderson (Yam).

0-40 EX: 1. Bill Maxim (Kaw); 2. Steve Thompson (Kaw); 3. Gary Garland (Yam).

0-50 EX: 1. Dave Kersting (Kaw).

4-STK EX: 1. Scott Meyer (Hbg); 2. Gerald Leighton (Hon).

OPEN AM: 1. Donny Morrison.

Ty Davis overcame a flat front tire late in the race, and finished in second overall.

Ted Hunnicutt was hit in the nose by a rock, but still finished third aboard his KLX650.

NEW MODELS The 1993 Milan Motorcycle Show

ITALY ANSWERS BACK

By Alan Cathcart
Photos by Kyoichi Nakamura

After the onslaught of new models from Japanese manufacturers and BMW at the Frankfurt and Paris shows, it was Italy's turn to respond - at the '93 Salone di Milano which opened on October 18.

The star: the most eagerly awaited new model to come from an Italian manufacturer in many years, Ducati's successor to the World Superbike Champion 888 "otto valvole" - the 916. Designed by Nossimo Tamburini, the new bike not only employs a longer-stroke, 94x66 mm version of the fuel-injected desmo engine, delivering 114 hp at 9000 rpm with improved torque, but also delivers much sharper handling than the old 888 Strada, via an all-new chassis enclosed by svelte bodywork which sets new standards for allure and appeal, and probably delivers a benchmark for rival designers Out East to follow.

At 56.4 inches, the 916's wheelbase is almost an inch shorter than the 888's, obtained by rotating the V-twin engine slightly backwards to offer a slightly steeper head angle and less trail. At 429 pounds dry, with full street equipment, the 916 is 15 pounds lighter than the 888, and uses improved, fully adjustable, 41mm Showa upside-down forks mated to a single-sided rear swingarm with a suspension layout carefully designed to avoid infringing the parts of the ELF/Honda patents deemed valid.

There are a host of innovative detail features on the 916, enough to fill this report on their own, but if impressions delivered in early testing by the prototype are mirrored by production versions, Tamburini has produced a landmark in two-wheeled design, both from an aesthetic and a technical standpoint. Production is scheduled to begin in January, for March delivery of the first of the 3000 bikes scheduled to be built before the factory closes for its August holiday, with another 1000 machines planned for construction before the end of the year. In addition, 200 SP versions will be built with carbon-fiber bodywork and uprated performance, nominally for Sport Production racing but equally for street high-rollers who can afford the substantially increased cost over the stock 916. No prices for either have yet been announced.

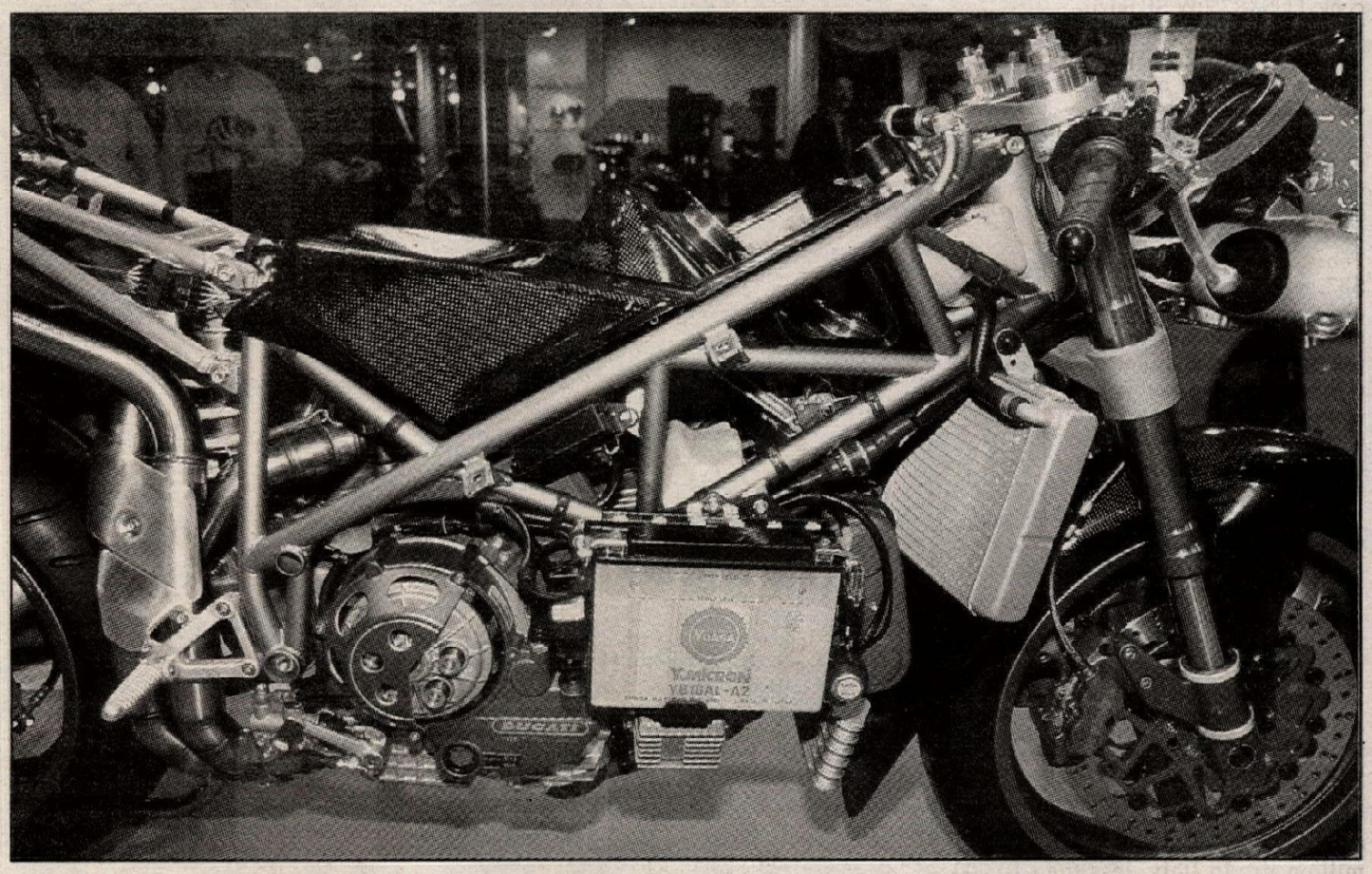
The other main novelty on the Cagiva Group stand was the 600 River (Revere? Get it?) street single, which uses the latest version of the T4 trail bike motor with a balance shaft, slotted into a steel deltabox chassis painted to look like aluminium, and fitted with two very practical - and elegant - luggage saddlebags each capable of taking a briefcase, and each fully detachable. The clear plastic handlebar fairing gives some degree of weather protection on a bike that's aimed to become equally popular with couriers and the smart commuting set. Designed by Daniele Vitali, the third of the triumvirate of the Cagiva Group's young designers who have already given us the Monstro (Miguel Angel Galluzzi) and Supermono (Pierre Terblanche), the River will be keenly priced to compete with the new CB500 Honda, says Cagiva commercial director Luigi Giacometti, but may not enter production until June '94. In that case, the start of deliveries may well be deferred until October of next year, making it a '95 model year product. A 400cc version will also be available, targeted at Japan and other countries where licence or insurance considerations apply.

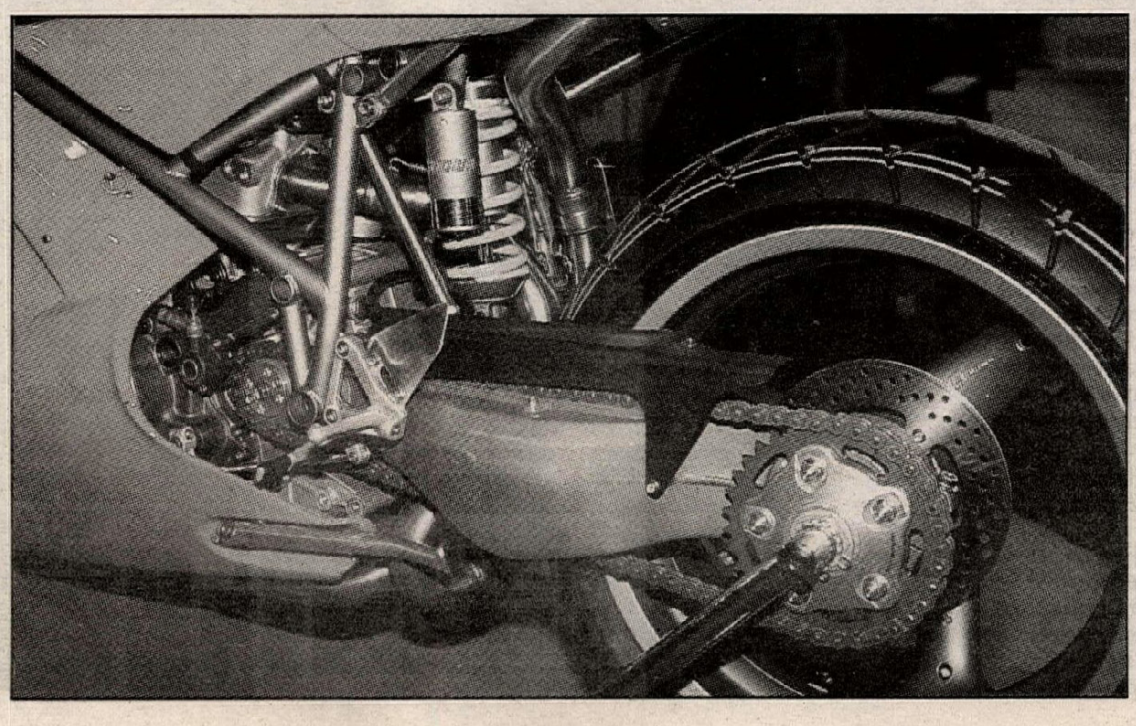
Apart from a new 125cc crankcase reed-valve engine for the 125 Husqvarna range, there were no other major novelties on the Cagiva Group stand.

But next door at Bimota it was all change, as the Rimini company unveiled the most drastic overhaul of its range ever realized, with a heavy emphasis on conventional chassis technology, rather than the radical hub-center Tesi, which continues in production with Bimota's longstroke version of the eight-valve Ducati motor.

No sign of the company's own two-stroke 500cc Tesi, either, whose future is under examination, but instead a more striking color scheme for the fuel-injected DB2sr launched at Paris; the option of Paioli forks at reduced cost on the YB8e and Furano models, which have an altered fairing design for improved aerodynamics; and three new models - one Yamaha-engined, like the existing non-Ducati powered range, and the other two representing a return to the link with Suzuki which ended a decade ago with the SB5.

The new water-cooled GSXR1100-powered SB6 establishes designer Pierluigi Yorconi's new direction for Bimota chassis design, by refining the aluminium twin-spar chassis concept, which Bimota was the first to introduce to the street a decade ago, to its ultimate logical conclusion. The deep-but-surprisingly-thin spars now run directly in a straight line from steering head to swingarm pivot in a rational design which gives added stiffness, but saves weight and improves weight distribution, says Marconi. The horizontal Ohlins rear shock is offset to the right to save space, resulting in a short 55.6-inch wheelbase, with multi-adjustable suspension and chassis geometry settings that may be altered by eccentric bushes to change the head angle, and an adjustable rod on the rear shock to vary the weight distribution and ride height. The stock Suzuki 1100 engine still uses carbs (an injected version is in the cards for the future, but not immediately), and is fitted in completely stock form, as received from



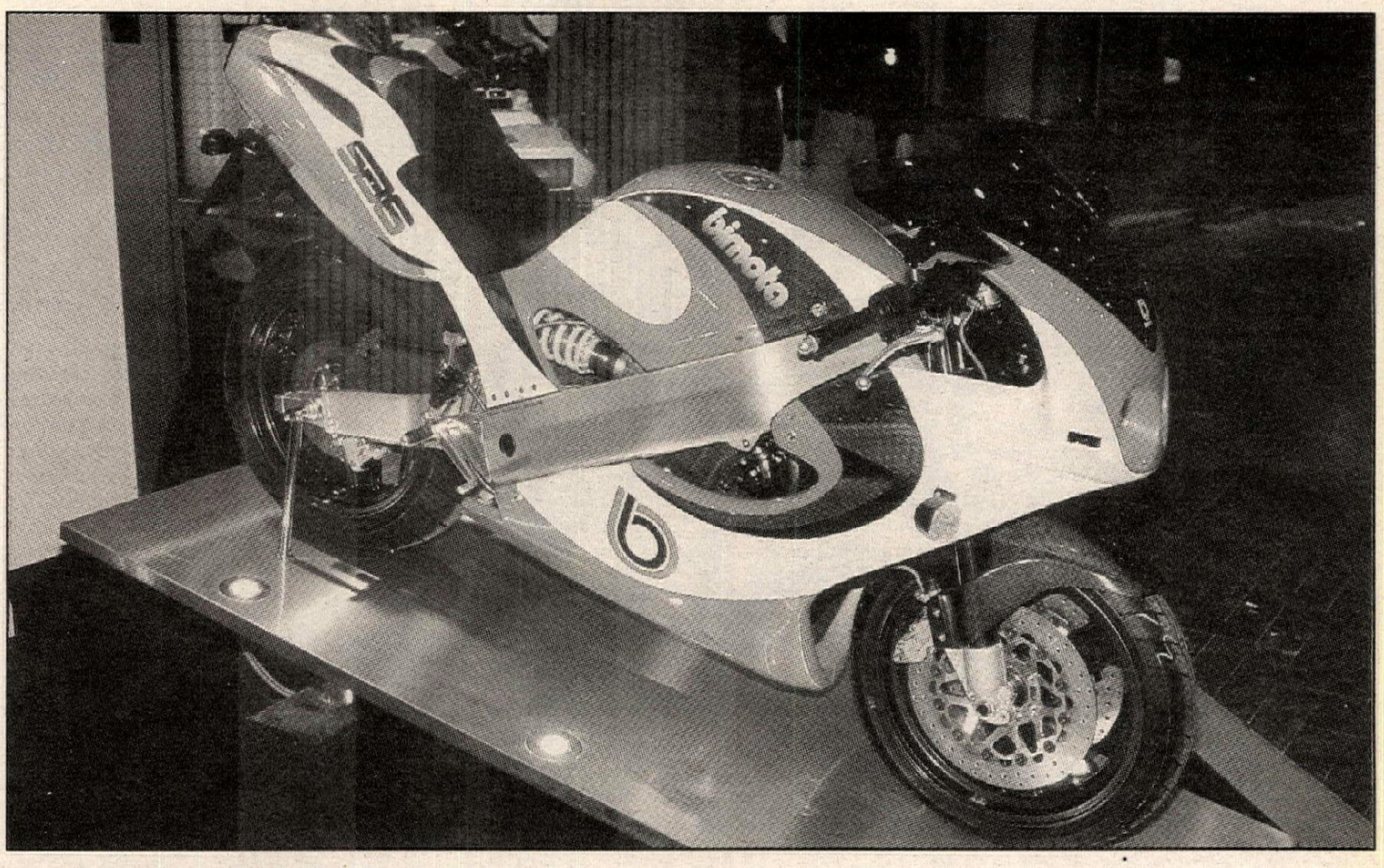


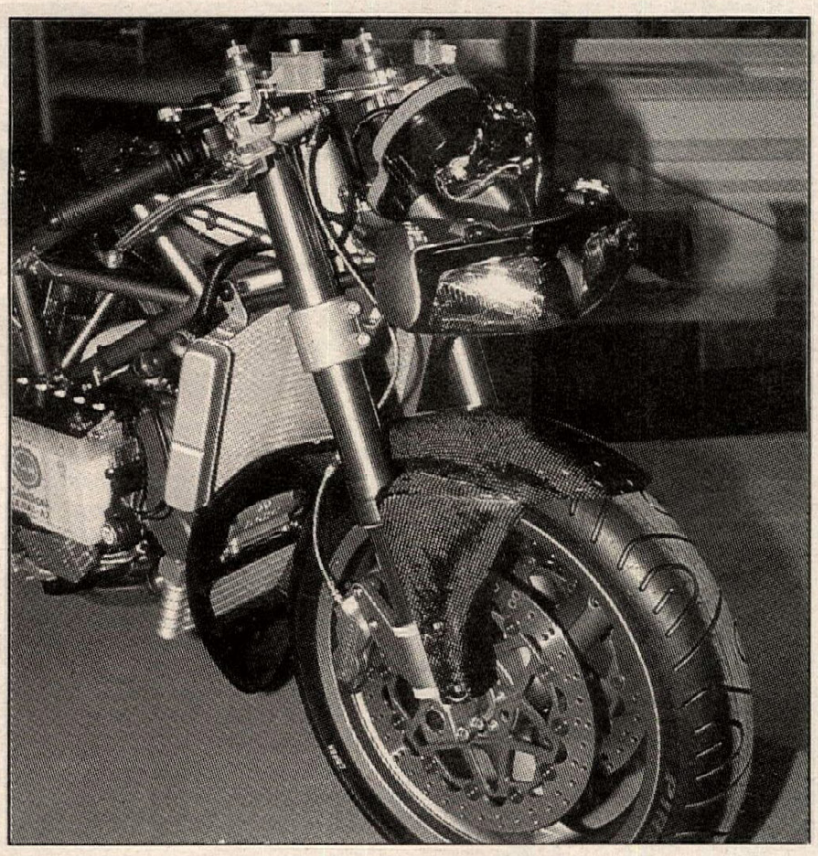
(Above) Naked and nasty - the Ducati 916 Superbike. The 916 uses a longer stroke, 94x66mm version of the fuel-injected Ducati desmo engine and delivers a claimed 114 horsepower at 9000 rpm. It weighs 429 pounds in full street clothing - 15 pounds less than the 888. (Below) The 916 gets a single-sided swingarm for 1994.

Japan. However, Bimota's own big-bore exhaust system and revised airbox deliver a 1-2 bhp improvement in output, up to 156 bhp at 10,000 rpm. Production of the SB6, which is clothed in Bimota's new trademark bodywork design derived from the ES Tesi, will commence in November, with the first 100 units already sold in a single day at the German Suzuki dealers' annual meeting by Bimota's local importer.

It appears that in many countries, the SB6 will be marketed hand in hand with the local Suzuki sales network, as an apparently complementary addition to the top of the Japanese company's range. This may help Bimota's new boss, Walter Martini, achieve the volume his radical new pricing structure for the Italian marque is aiming at: the SB6 will be keenly priced, and may give Honda some headaches in selling their much more costly, and by any standard less good-looking, but more high-tech, RC45.

Honda's new superbike will be joined in bringing fuel-injection back to the four-cylinder 750cc class by another new model from Bimota (whose YB4 introduced EFI to the scene back in 1986), the SB7. This is closely based on the companion SB6, uses the same chassis and styling, but employs the water-cooled GSXR750W SP Suzuki engine, fitted with Bimota's own TDD-Weber fuel injection, the mapping of which customers will be able to vary with an optional programmer supplied as an accessory, incorporating a diagnostic fault-finder.





(Above) Bimota also chose the Milan Show to unveil their '94 lineup. The SB6 and the YB9 (below) made their debut in Italy. The YB9 is powered by a Yamaha FZR600 engine. (Left) The Ducati 916 uses fully adjustable, 41mm upside-down Showa fork.

When deliveries begin in February next year of the SB7, which delivers 132 hp at 11,500 rpm in silenced street-legal form, it will be the first time a manufacturer has made it possible for customers to choose their own mapping for the EFI fitted to their bike, rather than having to accept what the factory decided they could have. Ducati - and Honda! - please note. (But will Bimota be running customer electronics clinics, as well as riding schools for their high tech bikes?)

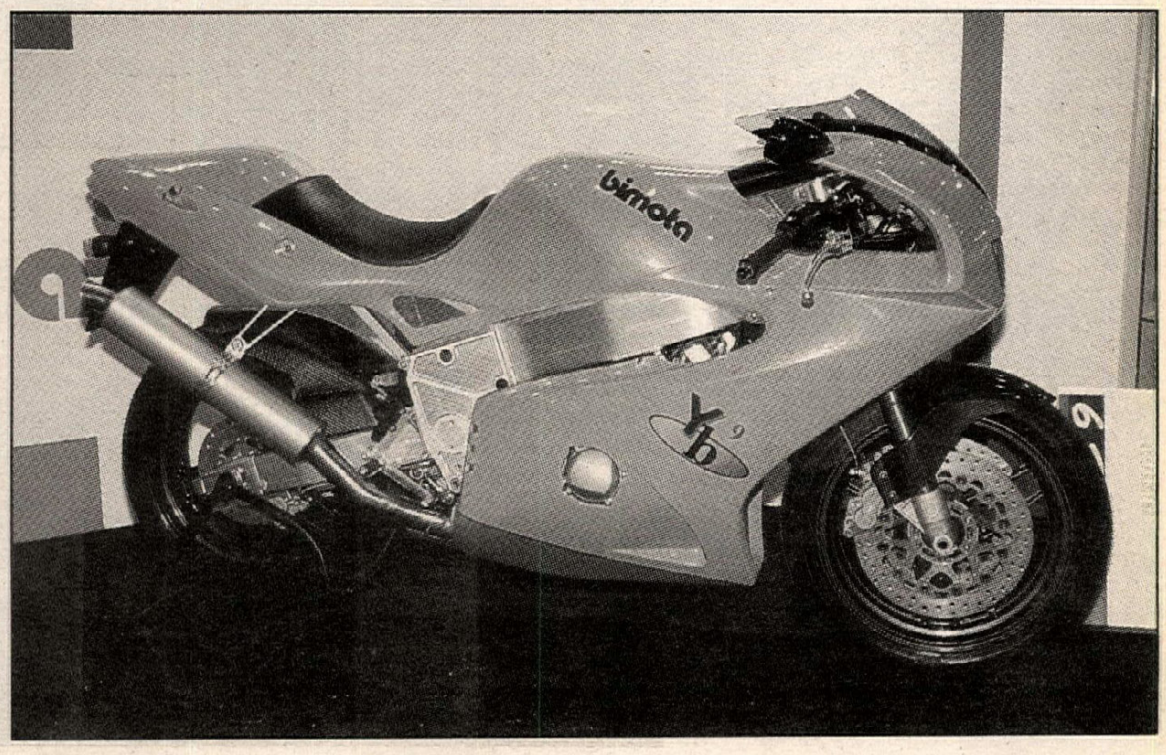
The cost for the SB7 has yet to be announced, but the selling price for the third new Bimota model, the FZR600 Yamaha-powered YB9, shows Martini is serious about going for volume: under 20 million lire in Italy, less than 10,000 pounds in Britain ($6,757), including taxes and delivery. This ultra-competitive price for a single-seater sports bike which is hand-made in limited quantities and carries the Bimota name, whose advent now replaces the old 'biposto' Bellaria, and is fitted with the latest short-stroke 62x49.6mm version of Yamaha's 600 Supersport motor launched only a month perviously at Paris, may not only take some sales away from the Japanese manufacturers (including Yamaha), as well as undercutting Bimota's own two-valve Ducati-engined DB2 range, it may also give Ducati second thoughts about the much-rumored Supersport version of the fuel-injected "otto valvole" V-twin which designer Yossimo Bordi is known to have on the drawing board.

The YB9 prototype was just finished in time for the show, where it was displayed in a vivid yellow (but will also be available in more traditional Bimota red and white), so it won't enter production until 1994. At 385 pounds - its declared weight is a little more than expected (the same as Yamaha's new FZR600) - a vital factor in Supersport racing where you can only reduce weight by up to 15% from stock. Fitted with Paioli upside-down forks and rear shock, the YB9 is a smaller-scale replica of the SB6/7 in terms of styling, but uses a modified version of the Bellaria chassis, with a new pickup on the cylinder head that is claimed to improve handling. Wheelbase is 55.2 inches.

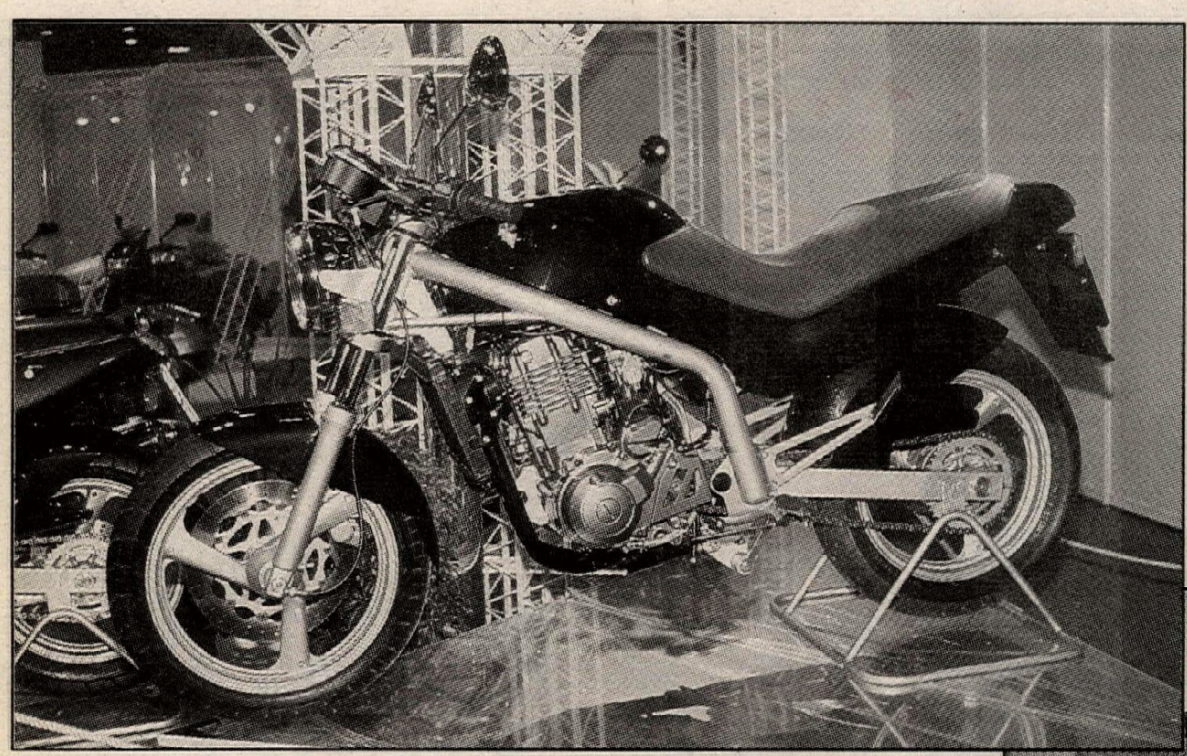
Though repeated rumors about the possible sale of the company by the De Tomaso family continue to circulate, Moto Guzzi made a splash with a new bored and stroked 92x80mm, 1064cc version of their two-valve V-twin engine, still air-cooled for now while development engineer Dr. John Wittner works on new oil-cooled 750 and one-liter motors which will allow the company to meet tough new European noise and pollution controls from 1995 onwards. Running on twin 40mm Dell'Orto carbs, rather than the fuel injection of the Quota trail bike, the new Guzzi Sport 1100's pushrod engine delivers 90 bhp at 7800 rpm, fitted in the same Dr. John's Replica chassis as the fuel-injected Daytona 8-valver, but clothed in revised styling and available in silver or red.

The same engine is available, but this time with a choice of either carbs or EFI, in the California 1100 tourer. Apart from a revised version of the Nevada custom, the Guzzi street range otherwise continues unchanged.

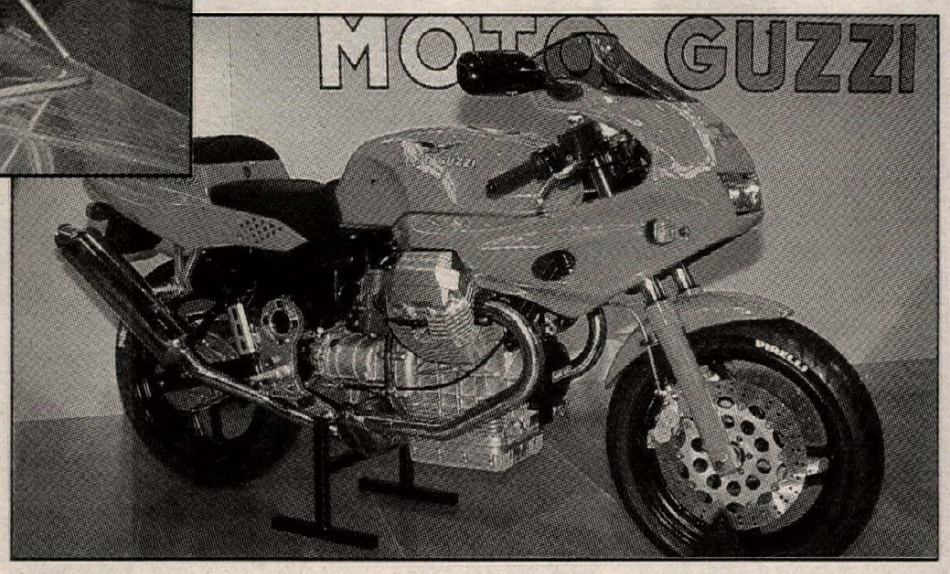
One remaining novelty provided the biggest surprise of all: Guzzi announced the construction of a limited series of authentic factory-built replicas of their "dustbin-faired" DOHC single-cylinder GP racer, which won the 350cc World Championship in five successive seasons, beating Gilera and MV Agusta as



NEW MODELS The 1993 Milan Motorcycle Show



(Left) The MZ Scorpion will be distributed in Europe by Yamaha. (Below) The Moto-Guzzi Sport 1100 features revised styling and a Dr. John Replica chassis.



well as the British Norton and AJS teams, in the 1950s. These bikes will, say Guzzi, be constructed to order to the identical specifications of the works racer in the Mandello factory museum - probably by the same people who built it, too.

Gilera made their farewell to motorcycle manufacture at Milan, only there courtesy of Piaggio to sell off the remaining stock of their existing range after the shock announcement of the closure of the Arcore factory two weeks ago, while Aprilia showed only revamped versions of their existing range. Designer Claudio Bonomelli's Guzzi-powered Mako Shark custom bike made a renewed appearance, now in running form and scheduled for limited production next year.

Italian Triumph importer Carlo Talamo showed off his usual selection of specials and customized street bikes to complement Triumph's standard range, including an outright 900cc Trident road racer and cafe racing street model.

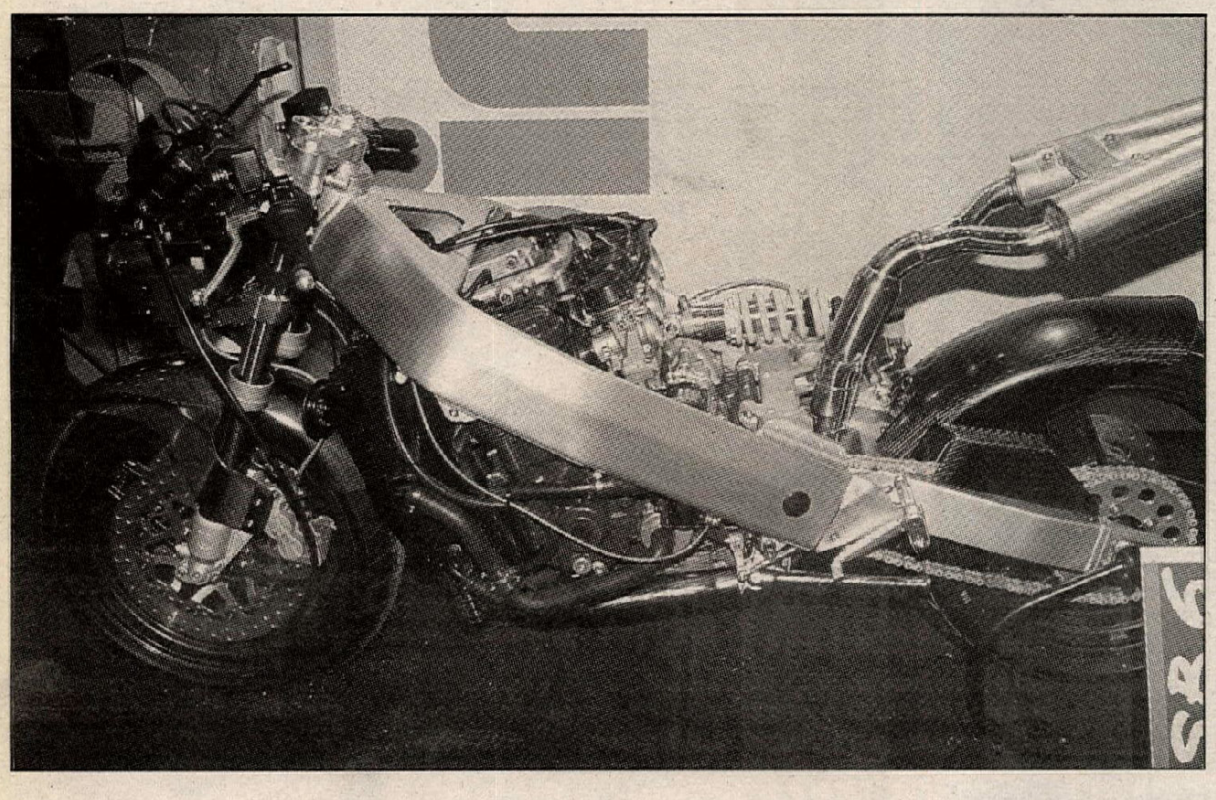
Specialist constructor Luigi Segale displayed his lightweight CBR600 Honda-powered sports bike with new styling, but matched it with the first CBR900-engined special to be offered by a European chassis house, the Segale SHR900R. This employs a stock Honda motor fitted into Segale's trademark composite chassis, to produce a very small (only 54.8-inch wheelbase) and light (336 pounds dry, in street-legal form) bike fitted with 43mm Ceriani upside-down forks and rear shock from the same company, carbon and fiberglass bodywork, and top of the line Brembo brakes. Price? To be advised - presumably when he's thought of a telephone number, and doubled it.

Someone who's actually slashing his prices by the simple expedient of having his bike manufactured in Italy rather than Japan is CVE/Orange Boulevard Co.'s Takeo Fojii, who launched his new Made in Italy Yamaha SR-powered OMC-SR retro cafe racer range in Milan. Now made north of that city, in a factory directed by former BYRD SoS racing team engineer Giovanni Ytrelli, it is available in various engine sizes, from 399cc up to 524cc, and with various stages of tuning according to customer choice or budget. The CMC employs Paioli suspension front and rear, Brembo brakes, and a 17-inch front wheel (18-inch rear) to deliver a modern version of the traditional early-'70s Seeley cafe look. Building the bike in Japan would entail much higher costs, says Fujii-san, because of the yen exchange.

A company about to start exporting its own street singles to Japan is Germany's born-again MZ, whose boss Petr-Karel Korous confirmed a deal for Yamaha to start distributing the MZ range there from June 1994 onwards, particularly the Seymour Powell-designed Skorpion cafe racer. This debuted at Milan in unfaired form with the five-valve Yamaha XTZ660 engine already shown at Paris in the (slightly more) faired version. Korous also confirmed MZ has tied up a deal to distribute its bikes in America from January next year, through American Jawa. The Skorpion will enter production in April.

Also displaying a new street single in final production form was Austria's KTM, whose The Duke street rod is the off-road firm's first 100% tarmac model, using their 101x76mm, 609cc, four-valve water-cooled LC4 motor. This is now fitted for the first time with a counterbalancer on the left side of the engine, adding only 1.5 pounds to the weight, but reducing vibration. The top two gears in the five-speed gearbox are longer than in enduro form, but there's no electric-start, which may hurt sales in some countries, especially with the tall seat height. A single 320mm front Brembo disc and four-piston caliper are hung on WP upside-down forks. The styling, by Gerald Kiske, is certainly distinctive, and more tarmac-orientated than the enduro-based prototype unveiled at Cologne last year. Production is scheduled to start early in the new year, at a price yet to be established.

Apart from a plethora of scooters in every available color and style, those were the highlights of a Milan Show that, if it didn't have the spread of new models of previous years, certainly showed that Ducati and Bimota mean business at the top end of the market - especially aided by the very favorable exchange rate of the lira against almost every other currency. At this rate, we'll be able to buy a Bimota for less than the original Yamaha or Suzuki model from which its engine is derived. CN



(Left)The all-new Bimoto SB6 is powered by a Suzuki GSXR1100 engine and uses an aluminum twin-spar chassis. (Below) KTM's Duke, the off-road company's first 100 percent street motorcycle.

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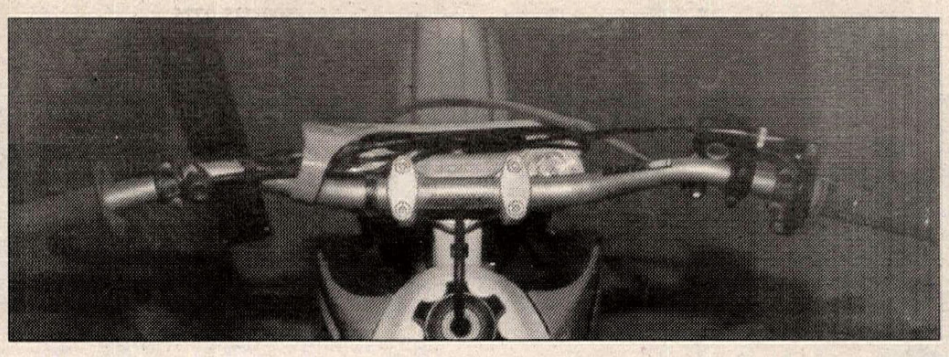
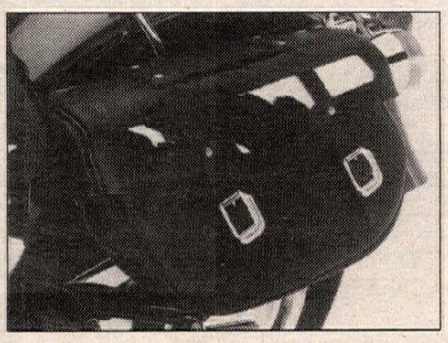
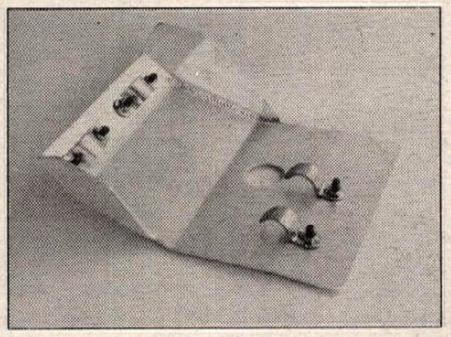


Answer Racing's Pro-Taper Handlebars are constructed from Easton Aluminum's EA-70 Pro Gram taper wall tubing, and feature a patented oversized bulge design that is claimed to be 45% stronger while being 30% lighter than conventional aluminum handlebars. Each bar is stress relieved, shot peened and hard anodized, and the clamping area is increased by 45% in order to reduce bar rotation. In order to mount the bars, special replacement clamps are needed. In some cases, only a set of different clamps are needed, but bikes that feature solid-mounted handlebar clamps require an entire upper clamp. Both clamp models are CNC machined from billet aluminum, and come complete with all of the necessary hardware. Pro-Taper Handlebars are available in 10 different bends and cost $99.95. Top Triple Clamp Kits cost $149.95, while the Perch Kits cost $49.95. For more information contact Answer Products, Dept. CN, 27460 Avenue Scott, Valencia, CA 91355, 805/257-4411.



Harley-Davidson's Genuine Heritage Nostalgia Saddlebags feature a distinctive cowhide insert in the saddlebag cover, and high-quality all-leather construction. The bags may be installed on any Softail model, 1984-'93, with the purchase of an additional mounting bracket set. Each bag - left or right - costs $286.45. For more information contact Harley-Davidson, Inc., Dept. CN, 3700 W. Juneau Ave., Milwaukee, WI 53201, 414/935-4524.

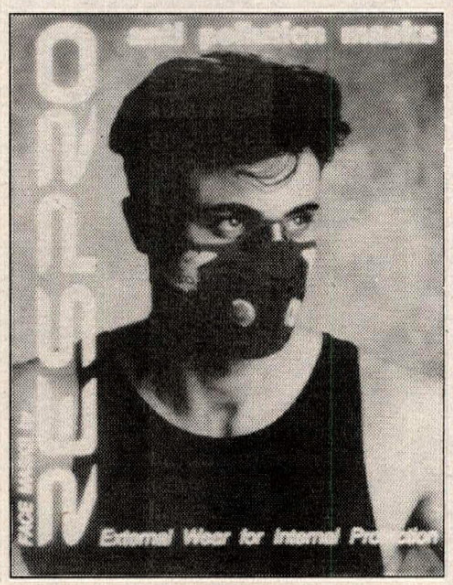


The MMF Racing Grand Prix Skidplate is designed to protect your motorcycle's engine cases and frame rails from damage or digging in during case-out situations. The plate is constructed from aircraft-quality aluminum alloy and is precision welded. Each plate comes complete with all necessary mounting hardware, and is claimed to bolt on in just minutes. Available for most late-model motocross and off-road machines, the Grand Prix Skid Plates cost $54.95. For more information contact MMF Racing, Dept. CN, 12145 Slauson Blvd., Santa Fe Springs, CA 90670, 310/693-9096.

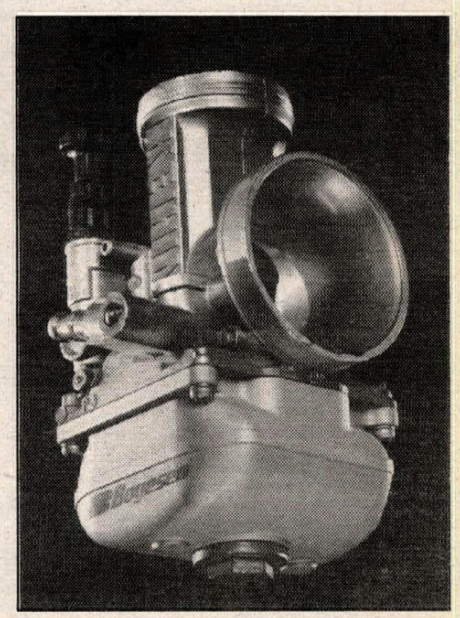
The Jeremy McGrath T-Shirt from Turn One depicts newly-crowned Camel Supercross Champion Jeremy McGrath in a bright, eight-color design. The T-Shirt itself is 100% combed cotton, and is available in sizes M-XL for $15.95. For more information contact Turn One, Dept. CN, 1260 N. Hancock #109, Anaheim, CA 92807, 800/262-4411.

The Fox Racing Dream On Calendar features 15 months of outrageous action photos and Dream On sequences. Printed on oversized, heavy glossy stock, the calendar is spiral bound and full of color. The Dream On Calendar costs $14.95. For more information contact Fox Racing, Dept. CN, 15850 Concord Circle, Morgan Hill, CA 95037, 408/776-8800.

The Vance & Hines Exhaust Care Kit includes cleaner and conditioner, a scrub pad and gloves, and is claimed to remove the "bluing" and discoloration that forms on nickel and chrome-plated exhaust systems from excessive heat. The kit costs $16.95. For more information contact Vance & Hines, Dept. CN, 14010 Marquardt Ave., Santa Fe Springs, CA 90670, 213/921-7461.

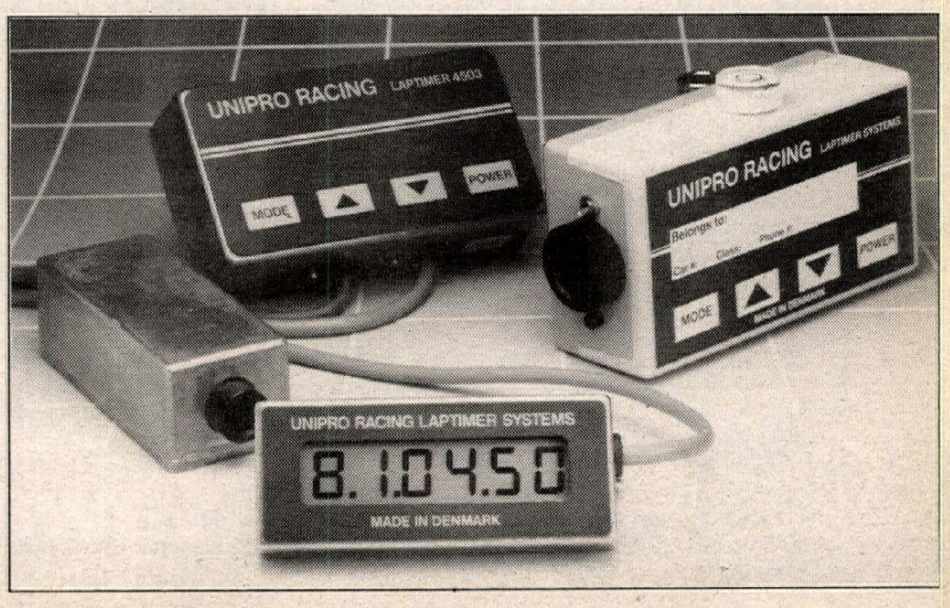


The Respro Anti-Pollution Mask is claimed to protect the wearer from low-level pollutants and airborne bacteria. The mask comes equipped with a replaceable activated charcoal filter and is constructed of neoprene for a snug fit. Working with two one-way exhalation valves that release unwanted heat and moisture, the activated charcoal filters keep the harmful contaminants out. Available in red, blue, black and purple, the filter comes in two sizes and costs $39.95. For more information contact NIH Imports, Dept. CN, P.O. Box 524136, Bronx, NY 10452, 212/538-8492.



Boyesen Engineering's Super Bowl FB-02 for the Keihin PWK and PJ Series carburetors is an aftermarket float bowl designed to correct the problem of engine bogging. The bowl's curved interior shape turns the contained fuel inward upon itself, preventing the fuel from splashing against the side walls, causing it to foam. The claimed result is an engine that gives steady power over jumps and whoops without bogging. The Superbowl is cast aluminum, and will fit the Keihin carburetors that come stock on late model Kawasaki KXs, Yamaha YZs and Suzuki RMs. A different version is also available for Mikuni carburetors. The Superbowl costs $69. For more information contact Boyesen Engineering, Dept. CN, 1555 Krumsville Rd., Lenhartsville, PA 19534, 800/441-1177. CN

The Unipro Timing System is a self-contained and lightweight timing device that is mounted on your motorcycle and is triggered by a small infrared transmitter positioned at trackside. The system automatically displays the rider's lap time and lap number for the lap just completed. At the end of the practice session or race, the rider may recall and review the lap times off the system's memory. Unipro claims that the system will allow the rider to see the direct effect that different lines and/or gearing may have. While there are a large number of options, the basic package that includes a transmitter, receiver tripod and mounting bracket costs $730. For more information contact World Dynamics Corporation, Dept. CN, 12 Suburban Park Dr., Billerica, MA 01821, 800/327-8527.



OFF-ROAD AMA National Championship Hare Scrambles Series: Round 8

Summers spears Lead Belt National

By Arlene Hejlek

FLAT RIVER, MO, OCT. 24

Scott Summers kept his hopes of earning a fourth National Hare Scrambles title alive by scoring the overall win at the Lead Belt National, which was hosted by the Missouri Mudders Motorcycle Club with the cooperation of the Missouri Department of Natural Resources.

Summers didn't waste any time moving into the lead, as he grabbed the holeshot on his Honda XR600 four-stroke and held off second-place finisher Scott Plessinger of the KTM team, while Czech rider Jan Hrehor rode his Yamaha in third place throughout the three-hour-long race. Fourth overall was 250cc A class rider Phil Converse, riding a Yamaha, and rounding out the top five was KTM-mounted Leigh Letellier.

"Basically I just had a perfect day," Summers said. "Rodney Smith was right behind me on the first lap but he fell, and I think he had to get some stitches in his arm, so that put him out."

Summers, Plessinger, Kawaski-mounted Robert Patterson and Letellier made up the freight train that circulated much of the first 18-mile loop. Letellier soon fell in a corner and lost sight of the leaders, while Patterson entertained the spectators by taking an unexpected trip over the bars at the start of the second lap.

The Summers/Plessinger's battle pulled them clear of the pack. Plessinger's decision to wait and pit for fuel at the end of the second lap turned out to be a close call when he ran out of gas just as he was pulling into the pits. He tailed Summers for another lap, but both of them were figuring on a last-lap duel and rode conservatively, but the showdown would never materialize.

"On the third lap I was passing a lapped rider when a vine grabbed the bike and flipped it upside down between two trees," said Plessinger. "I lost about 30 seconds there and I couldn't catch Summers after that."

The American Honda/Hondaline Oils & Chemicals/Oakley/Power Bar/Wiseco/Alpinestar/Specialized/Throttle Jockey/Bridgestone/White Bros./Tsubaki/Camelbak/Arai/Answer Products-sponsored Summers topped all 329 riders, as he completed the fourth lap with a total time of three hours, five minutes, and 34 seconds; finishing one minute and 25 seconds ahead of Plessinger.

Forty-four seconds later, Hrehor came through the scoring chute to claim third place. Hrehor had a mid-pack start after a two-kick get-go. He worked his way up among the front runners for a while but bobbled a couple of times, which resulted in both Summers and Plessinger getting out of sight again.

"The course was perfect," said Hrehor, "but I had to stop for gas after every lap because the course was so long."

Summers speculated on the series point standings." I think Rodney Smith is out of the running now. It will be between Plessinger, Hrehor and me at the last race in Arizona. If I win and Scott is second, we'll be tied in points."

Fourth overall and top A class rider was Converse, who was suffering from the stomach flu and also had the handicap of having to stop every lap for fuel. Letellier followed him in to claim fifth overall.

Sixth overall went to 250cc A class winner Rusty Reynaud who challenged Converse early on. Husqvarna-mounted Kelly Getz finished seventh overall and was second place in the 250cc A class.

Double-A rider Patterson salvaged eighth overall despite his showy get-off,

(Left) Scott Summers led from the start at the Lead Belt National and posted his second overall win of the series. (Below) Scott Plessinger's runner-up finish moved him into second place in the series point standings. With throw-out rides taken into account, Plessinger still stands a very good chance of winning the title.

which pounded him pretty hard. Chris Caplinger had to stop at the end of the second lap and change a rear flat on his ATK but still landed ninth overall. Tenth overall went to third place 250cc A rider Chris Thiele who challenged Caplinger at the end of the race.

The Four-Stroke A class winner was Greg Surdyke, who lost the front brakes on his Husaberg on the first lap. Dan Dohogne rode his Kawasaki with a front flat tire and still claimed the 200cc A win. Rich Bryan had his KTM in the lead from start to finish to claim the Open A trophy. Vet A winner, Kawasaki-mounted Kevin O'Brien, who didn't hear Phil Lemere's Honda behind him, got a surprise when Lemere touched his rear tire as they came to the scoring lanes at the finish. Al Hejlek led the Senior A class for two laps and then had to pit and change a rear flat tire on his Kawasaki. All he had was a Honda rear wheel, so he adjusted it to fit his ATK and rode two more laps in working his way back to finish second to Yamaha-mounted Charles Thiele.

Overall B winner Chris Nesbitt had his Kawasaki out front in the 250cc B class from start to finish. He rounded out the top 20 overall. Kawasaki-mounted Jason Counts battled Todd Reed and his Yamaha and came away with the 200cc B number-one trophy and his first win of the season. Robbie Reed and Dan Johnson diced on a pair of KTMs for the Open trophy. Johnson eventually fell on the last straightaway and suffered a possible broken wrist. Reed hung on to score the class win. CN

Results

O/A: 1. Scott Summers (Hon); 2. Scott Plessinger (KTM); 3. Jan Hrehor (Yam); 4. Phil Converse (Yam); 5. Leigh Letellier (KTM); 6. Rusty Reynaud (Yam); 7. Kelly Getz (Hus); 8. Robert Patterson (Kaw); 8. Chris Caplinger (ATK); 9. Chris Thiele (Yam); 10. Tim Taber (Hon); 11. Steve Leivan (Yam); 12. John Roth (Yam); 13. Chris Huff (Yam); 14. Scott Martin (Kaw); 15. Dwight Maggard (Yam); 16. Rich Bryan (KTM); 17. Greg Surdyke (Hbg); 18. Chris Nesbitt (Kaw); 19. Allen Haynes (Yam).

AA: 1. Scott Summers (Hon); 2. Scott Plessinger (KTM); 3. Jan Hrehor (Yam); 4. Leigh Letellier (KTM); 5. Robert Patterson (Kaw).

O/A A: Phil Converse (Yam).

OPEN A: 1. Rich Bryan (KTM); 2. Jeff Schneider (KTM); 3. Jerry McCasland (Yam); 4. David Rafferty (Yam); 5. Dirk Ensley (KTM).

250 A: 1. Rusty Reynaud (Yam); 2. Kelly Getz (Hus); 3. Chris Thiele (Yam); 4. John Roth (Yam); 5. Chris Huff (Yam).

200 A: 1. Dan Dohogne (Kaw); 2. Craig Hayes (Hus); 3. Brad Lowe (Kaw); 4. Gene Thurman (Yam); 5. Derek Zinchuck (Yam).

4/STRK A: 1. Greg Surdyke (Hbg); 2. Don Bohn (KTM); 3. Tony Vignaroli (Hus); 4. Gary Pilant (Hon); 5. Travis Pilant (Hon).

VET A: 1. Kevin O'Brien (kaw); 2. Phil Lemere (Hon); 3. Brad Barnett (Yam); 4. Mike McCarren (Yam); 5. Billy Hall (Yam).

SR A: 1. Charles Thiele (Yam); 2. Al Hejlek (Kaw); 3. Terry Brumley (Yam); 4. William Guffy (Yam); 5. John Dometroch (KTM).

S/SR A: 1. Gorman Smith (Yam); 2. Corky Root (ATK); 3. Gary Emig (Yam).

O/A B: Chris Nesbitt (Kaw).

OPEN B: 1. Robbie Reed (KTM); 2. Dan Johnson (KTM); 3. Lance Martin (ATK); 4. Mike Kruger (KTM); 5. Scott Pearson (Hon).

250 B: 1. Rodney Oller (Yam); 2. Chris Norton (Yam); 3. Jamie Jennings (Yam); 4. Deron McKey (Yam); 5. Shaun Olsen (Yam).

200 B: 1. Jason Counts (Kaw); 2. Todd Reed (yam); 3. Keith Kibort (Kaw); 4. Jason Winings (Hus); 5. Darin Phillips (Suz).

4/STRK B: 1. Daryl Jaitan (Hus); 2. Kenny McGee (Hon); 3. Jeff Lappe (Hon); 4. Phillip Barker (Hon); 5. Eddy Taylor (Suz).

VET B: 1. Dallas Mayer (Yam); 2. Butch Taylor (Kaw); 3. Michael Sheridan (KTM); 4. Ronnie Hanselman (Hon); 5. Steve McWhorter (Hus).

SR B: 1. Roger LeRette (Yam); 2. Rick Whelove (KTM); 3. Ron Livingston (Yam); 4. Jim Yount (Hon); 5. Paul DePasquale (ATK).

S/SR B: 1. Ted Kilvington (ATK); 2. Bob Grider (ATK); 3. Dave Sanders (Kaw); 4. Gene Brown (Kaw); 5. Harold Newell (Hon).

TR 200: 1. Dan Sanford (Yam); 2. Randy Wagahoff (Kaw); 3. Joe Manser (Hon); 4. Paul Wright (Yam); 5. David Bishop (Kaw).

TR OPEN: 1. Kenny Davis (Hon); 2. Danny Heberlie (Yam); 3. Dan Bindner (Kaw); 4. Wesley Chitwood (Yam); 5. Roger Ide (Kaw).

JR: 1. Ryan Duff (Hon); 2. Brock Busenbark (Yam); 3. Dustin Wisecup (Yam); 4. Justin Meyers (Hon); 5. Michael Guffy (Yam).

VINT: 1. Mike Stahlman (Bul); 2. Spencer Ballentine (Pen); 3. Ken Hulsey (Yam); 4. Ken Beussink (Hon); 5. Larry Gilliland (Yam).

UNOFFICIAL AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES POINT STANDINGS (After 8 of 9 rounds): 1. Jan Hrehor (158/1 win); 2. Scott Plessinger (149/2); 3. Scott Summers (144/2); 4. Rodney Smith (128/1); 5. Leigh Letellier (63).

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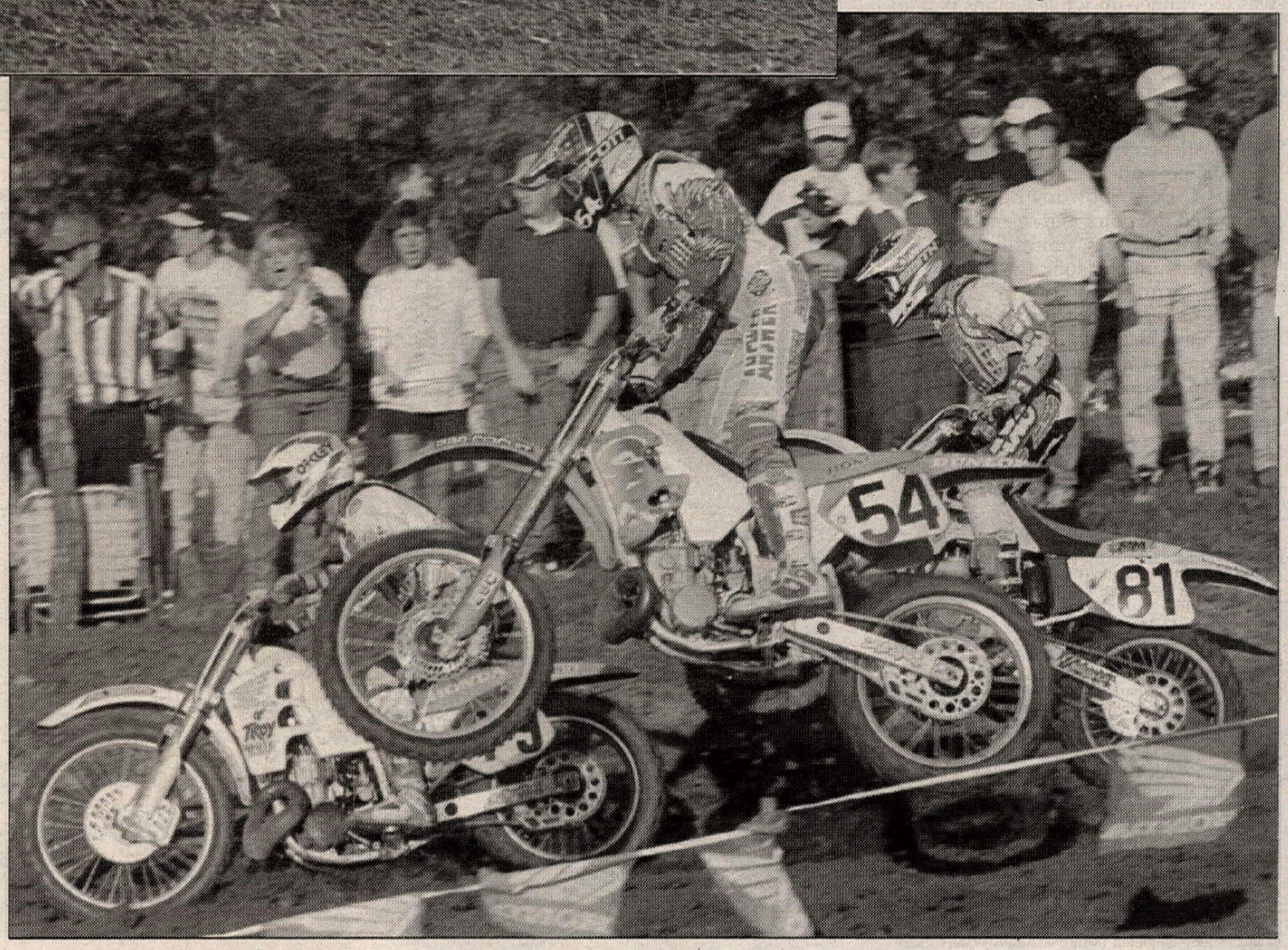
MOTOCROSS AMA/Dirt Shirts Fall Classic Series/S.E. Regional MegaSeries C'ship: Rounds 6/Final

Neese, Windham sail to Muddy Creek wins

(Left) Jim Neese (314) leads Mike Brown (54), Joshua Steel (90) and the rest of the 250cc/Open class through turn one in the main event. (Below) Mike Brown, who normally dominates at Muddy Creek, finished third in the 125cc class and second in the Open division.



By Nate Rauba

BLOUNTVILLE, TN, OCT. 23-24

Jim Neese and Kevin Windham shot down local favorite Mike Brown at the Honda Top Gun Showdown at Muddy Creek Raceway. Neese won the Open Pro class while Windham topped the 125cc division.

But it was Windham who was perhaps the most impressive on the undulating, northeastern Tennessee track. The Baton Rouge, Louisiana, teenager was riding in his first major pro race and led the 125cc main from start to finish, beating Suzuki's Ezra Lusk and Brown to the checkered flag. Windham was arguably the fastest rider on the track in the Open main as he charged back from a first-lap fall to finish fourth behind series leader Todd DeHoop, Brown and winner Neese.

"Not a lot of people beat Brown here," said Neese, who lives a few hours away in Whitsett, North Carolina, and competes against Brown on a regular basis.

The event was the penultimate round of the AMA/Dirt Shirts Fall Classic Series, but the race format was altered since it was also the traditional MegaSeries finale. Saturday's racing was the Fall Classic amateur day, while Sunday served as the Top Gun Showdown, presented by area Honda dealers. Using the traditional Top Gun format, Sunday's program featured one showdown moto for both the amateurs and pros. The top 15 riders in the MegaSeries Championship were automatically qualified for the Showdown. The remainder of each class was filled by the top overall finishers from Saturday's motos.

Each Pro class ran a five-lap qualifier to determine the starting gate selection order for the main. It was no surprise when Brown, the local from nearby Gray, Tennessee, who wins regularly at Muddy Creek, led from start to finish. Lusk passed Neese at the finish line to get the second pick while Barry Carsten and Windham rounded out the top five.

When the final roared off the line, Windham passed Neese on the first downhill and quickly sped away. By lap two of the 25-minute plus two-lap moto, Windham was four seconds ahead of Brown. The Kawasaki Team Green rider continued to stretch his lead to nearly 10 seconds, and only backed off near the end when the win was nearly assured.

"For the first half I charged as hard as I could to open a lead," said the lanky, soft-spoken 15-year-old. "I backed off towards the end. I saw where second and third were and paced myself."

If he had the time to look closely between the trees in the woods section of the course, he would've seen Lusk pass Brown for second place on the last lap. Lusk started poorly but charged the entire distance. His fiercest battle came as he fought to get around Neese for third.

"He covered the track pretty well," said Lusk, who passed the North Carolinian on the eighth of 13 laps then quickly closed on Brown.

"I slacked off the last few laps," said a disappointed Brown, who hung on to finish third ahead of Neese.

One of the best battles was between title rivals DeHoop and Carsten for fifth place. The two started the moto tied in points and spent much of the race chasing one another.

"I passed DeHoop and went to get by Chad Lough when he pushed me off the track," said Carsten.

"I think he (Carsten) thought about cutting the track there," said DeHoop. "He realized I was behind him, stopped and turned around."

They both passed Lough and DeHoop later fell, giving fifth and a two-point lead in the series to Carsten.

Windham also ran away with the five-lap Open Pro qualifier while DeHoop, Lusk and Brown finished 2-4 in close formation.

But Windham's luck ran out when the 36-rider field left the gate at the start of the main.

"The front end came up and I let off," said Windham. "Then somebody went down; I hit him and went down too."

As Windham re-entered near the back of the pack, Neese had grabbed the holeshot and quickly pulled out a lead that went unchallenged to the finish.

"The start is 75% of the race here," said Kawasaki Team Green/Barr's Competition/Hammerhead Graphics-backed Neese. "I tried to get out as far as I could. It was a long moto and you never know what can happen."

Nothing happened to prevent Neese from winning, and not a whole lot happened behind him, either. Brown passed Lough for second early in the race, but couldn't gain on Neese.

"I didn't ride like myself this weekend," said Brown, who rode to second. "I just wasn't riding the course hard enough."

Lusk dropped out with mechanical problems while DeHoop also passed Lough past the halfway point and slowly closed on Brown late in the race.

Windham was the rider everyone was watching as he charged through the pack after his first-lap mishap. He reached 10th on lap three, and few laps later had advanced to sixth. Windham kept charging until he was in fourth and quickly closing on DeHoop when the checkered flag halted his charge.

"I didn't expect to do this well," said Windham. "I expected to finish about fourth all day without falling."

Fifth was as far as Lough dropped, Steve Childress finished sixth, and Carsten was seventh, which dropped him from six points up on DeHoop in the series to six points behind.

Carsten cleaned up in the 25-Plus A class, winning both motos on Saturday then dominating Sunday's Showdown main just two races before the 125cc Pro final.

"The race was only six laps, so it was like practice," said the 27-year-old from New Jersey. "I was able to try a few different lines."

In the 40-Plus/Super Senior class, Steven Lewis was automatically qualified for the Top Gun Showdown moto and ran away with it from start to finish. Johnny Gibson and AMA Professional Motocross Director Duke Finch battled for second for more than half the race until Finch got by and pulled away for the runner-up finish. Gibson held on to third. Boyd Wolfe, who swept both qualifier motos, was eighth in the Showdown.

Windham tuned up for Sunday's event by easily winning both Schoolboy motos on Saturday. But with Windham concentrating on the A classes, the Showdown moto went to Georgian Robbie Horton. His win wasn't easy, however, as he had to overcome a first-lap fall. At the halfway point he took the lead from J.D. Collins, who kept the winner in sight for the remainder of the race. Jimmy Briggs rounded out the top three.

Collins was in contention for the 125cc B class win until a slip halfway through the moto left Jason Sybert alone out front to the finish. Ramsey Bulkeley was the runner-up while Collins battled back to third at the checkered flag. Collins did get a victory in the 250cc B final after he battled past runner-up Brandon Powers.

Bradley Wilkerson, Shelley Warren, Rick Castleberry and Doug Harvey battled for the lead in the first half of the 30-Plus C class Showdown moto. Warren gained the point and opened a small lead at the halfway point, but Harvey came after him and took the lead as the track wound its way through the woods. Warren kept up the pressure throughout the last lap, but Harvey held his ground for a narrow win. Wilkerson ended up third ahead of Castleberry. CN

Results

SATURDAY

50 STK: Thomas Sipes (Itj); 2. Jeffery Roberts (Yam); 3. Allen Tuttle (Yam); 4. Adam Baker (Yam); 5. Michael Ridge (Yam).

60 (7-11): 1. Jeff Gibson (Kaw); 2. Joshua Summey (Kaw); 3. Robert Turley (Kaw); 4. Chad Hampton (Kaw); 5. Richard Garnes (Kaw).

80 D: 1. Adam Vaughn (Kaw); 2. Nicholas Buchholz (Hon); 3. Hans Neel (Suz); 4. Kelly Taylor (Yam); 5. Neil Thompson (Hon).

JR MINI (7-11): 1. Matt Walker (Kaw); 2. Jeff Gibson (Kaw); 3. Joshua Summey (Kaw); 4. Jeffrey Ryan (Kaw); 5. Aaron Lindsey (Kaw).

SR MINI (12-15): 1. Shae Bentley (Kaw); 2. Brock Sellards (Kaw); 3. Charles Dunaway (Kaw); 4. Nicholas Wey (Kaw); 5. Brandon Roberts (Yam).

SCHBY: 1. Kevin Windham (Kaw); 2. Robbie Horton (Kaw); 3. Brock Sellards (Kaw); 4. Andy Bowyer (Kaw); 5. Debrick Bentley (Kaw).

125 B: 1. Andy Bowyer (Kaw); 2. Mitchell Hodges (Kaw); 3. Tilden Styron (Suz); 4. Clark Stiles (Hon); 5. Jason Benton (Yam).

125 C DIV 1: 1. Jeff Giese (Suz); 2. Justin McCoy (Yam); 3. Jason Sain (Hon); 4. Chris Bault (Suz); 5. Danny Lain (Hon).

125 C DIV 2: 1. Brian Ward (Hon); 2. Baird Hageman (Hon); 3. Frankie Mullinax (Hon); 4. Kurt Sims (Kaw); 5. Kelly Floyd (Kaw).

125 D: 1. Walter Allen (Yam); 2. Grady Shehan (Yam); 3. Joey Singleton (Kaw); 4. Adam Waters (Suz); 5. Rich Prescott (Hon).

250 B: 1. J.D. Collins (Kaw); 2. Edward Ray (Kaw); 3. Tilden Styron (Suz); 4. Wesley Gammon (Kaw); 5. Mitchell Hodges (Kaw).

250 C: 1. Danny Lain (Hon); 2. Tim Polston (Yam); 3. Steve Dumond (Suz); 4. Troy Miller (Kaw); 5. Brian Ward (Hon).

250 D: 1. Jake Davis (Kaw); 2. Roger Bradley (Hon); 3. Brett Leimeister (Kaw); 4. Tommy Summer (Hon); 5. Dwayne Martin (Yam).

OPEN AM: 1. Donny Banks (Hon); 2. Mark Thurman (Hon); 3. William Hester (Hon); 4. Darrell Jones (Hon); 5. Neal Singleton (KTM).

U/L AM: 1. Ramsay Bulkeley (Hon); 2. Wesley Gammon (Kaw); 3. Jason Sybert (Kaw); 4. Edward Ray (Kaw); 5. David Henslee (Kaw).

25+ A: 1. Barry Carsten (Suz); 2. Roy Snellingen (Suz); 3. David Mack (Kaw); 4. Timothy Smith (Yam); 5. Dwain Miller (Kaw).

25+ B: 1. Jeff Shuler (Suz); 2. Chris Rose (Yam); 3. Mike Keller (Kaw); 4. Jeffrey Byrd (Yam); 5. John Lundy (Yam).

25+ C: 1. Michael Edwards (Suz); 2. Troy Miller (Kaw); 3. Bradley Wilkerson (Yam); 4. Roger Boggs (Suz); 5. Robert Neal (Kaw).

30+ A: 1. David Mack (Kaw); 2. Mark Guy (Yam); Timothy Smith (Yam); 4. Rich Machniak (Kaw); 5. Tim Jennings (Hon).

30+ B: 1. Donny Banks (Hon); 2. Glenn Bates (Kaw); 3. Denis Hilton (Hon); 4. Brian Graham (Kaw); 5. Benny Durrough (KTM).

30+ C: 1. Shelby Warren (Hon); 2. Rick Castleberry (Kaw); 3. Eric Cook (Hon); 4. Jerry Combs (Suz); 5. Nate Rauba (Hon).

S/SR: 1. Boyde Wolfe (Yam); 2. Duke Finch (Yam); 3. Tom Lewis (Hon); 4. Terrill Welborn (Suz); 5. Don Knoch (Yam).

NON CUR: 1. Mark Thurman (Hon); 2. Stephen Tipton (Hon); 3. Brian Renfro (Hon); 4. Jim Hickman (KTM); 5. Randall Randolph (Yam).

SUNDAY

50 STK: 1. Thomas Sipes (Ijt); 2. Stephen Martin (Yam); 3. Allen Tuttle (Yam); 4. Adam Baker (Yam); 5. Michael Ridge (Yam).

50 MODF: 1. Jeffrey Fields (Yam); 2. Adam Baker (Yam); 3. Matt Miller (Hon); 4. Michael Ridge (Yam); 5. Steven Stone (Itj).

60: 1. Jeff Gibson (Kaw); 2. Robert Turley (Kaw); 3. Joshua Summey (Kaw); 4. Chad Hampton (Kaw); 5. Jeffery McIntyre (Kaw).

80 D: 1. Nicholas Buchholz (Hon); 2. Kelly Taylor (Yam); 3. Hans Neel (Suz); 4. Brian Bourne (Kaw); 5. Neil Thompson (Hon).

JR MINI: 1. Aaron Lindsey (Kaw); 2. Jeffery Ryan (Kaw); 3. Joshua Summey (Kaw); 4. Jeremy Brown (Kaw); 5. Jered Black (Suz).

SR MINI: 1. Brock Sellards (Kaw); 2. Mark Burkhart (Hon); 3. Justin Guthrie (Hon); 4. Jake Morris (Yam); 5. Charles Dunaway (Kaw).

S/MINI: 1. Brock Sellards (Kaw); 2. Mark Burkhart (Hon); 3. Brandon Roberts (Yam); 4. Justin Guthrie (Hon); 5. Marcus Hedrick (Suz).

SCHBY: 1. Robbie Horton (Kaw); 2. J.D. Collins (Kaw); 3. Jimmy Briggs (Hon); 4. Derrick Bentley (Kaw); 5. Brock Sellards (Kaw).

125 B: 1. Jason Sybert (Kaw); 2. Ramsey Bulkley (Hon); 3. J.D. Collins (Kaw); 4. Jimmy Briggs (Hon); 5. Tilden Styron (Suz).

125 C: 1. Jeff Giese (Suz); 2. Jeremy West (Hon); 3. Chris Bault (Szu); 4. James Smallwood (Suz); 5. Mark Muney (Suz).

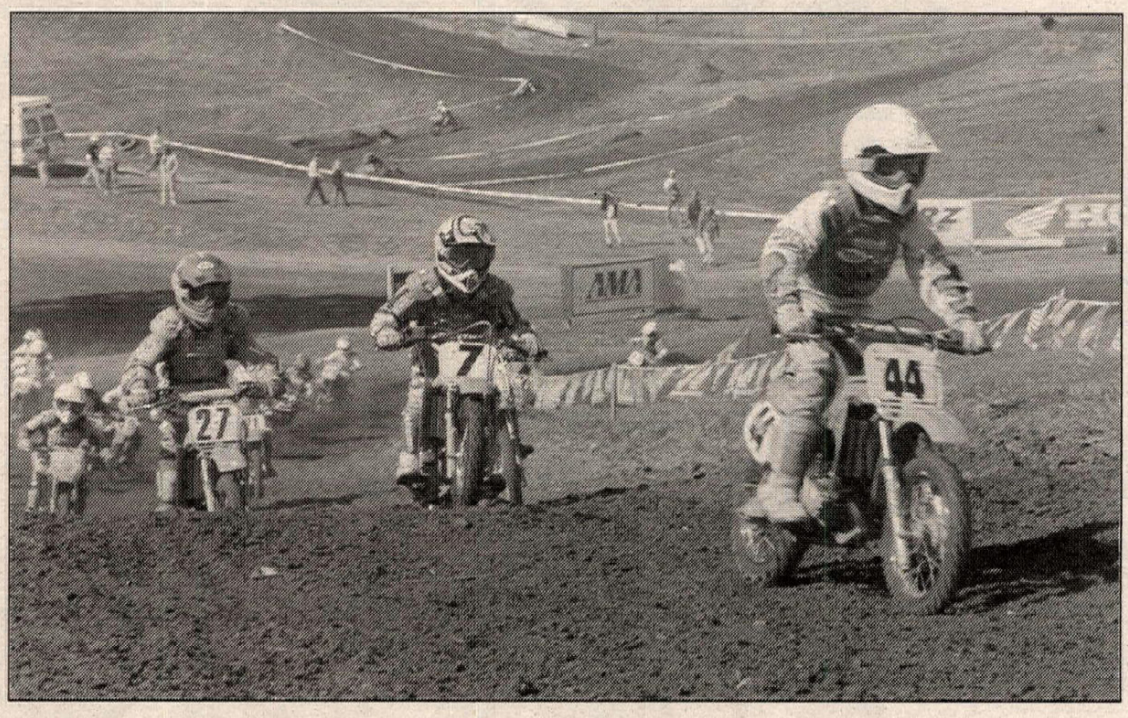
125 D: 1. Grady Shehan (Yam); 2. Bryan Lovelace (Kaw); 3. Jeff Hill (Yam); 4. Rich Prescott (Hon); 5. Jamie Lowery (Yam).

250 B: 1. J.D. Collins (Kaw); 2. Brandon Powers (Kaw); 3. Jimmy Briggs (Hon); 4. Clark Stiles (Hon); 5. Edward Ray (Kaw).

250 C: 1. Jeremy West (Hon); 2. Danny Lain (Hon); 3. Randall Rowe (Kaw); 4. Steve Duncan (Suz); 5. Jeffery Lester (Kaw).

250/500 D: 1. Jake Davis (Kaw); 2. Jeff Vealy (KTM); 3. Brett Leimeister (Kaw); 4. Timmy Martin (Yam); 5. Rogber Bradley (Hon).

OPEN AM: 1. Ron Jones (Hon); 2. Chris Shortridge (Hon); 3. Donny Banks (Hon); 4. Jeff Mushala (Hon); 5. Tony Smith.



(Above) Kevin Windham was impressive in his first major Pro race, taking the win in the 125cc class main event. (Left) Jeff Gibson (27), the 60cc (7-11) class winner, prepares to overtake Joshua Summey (7) and Robert Turley (44). (Below) Mark Burkhart (5) leads Super Mini class winner Brock Sellards (110) and Brandon Roberts (3).

U/L AM: 1. Wesley Gammon (Kaw); 2. James Hayes (Hon); 3. David Culton (Hon); 4. Tony Smith (Hon); 5. Kelly Floyd (Kaw).

25+ A: 1. Barry Carsten (Suz); 2. Alan Andreau (Yam); 3. David Mack (Kaw); 4. Ron Jones (Hon).

25+ B: 1. Chris Shortridge (Hon); 2. Chris Rose (Yam); 3. Jeff Shular (Suz); 4. John Lundy (Yam); 5. Jeffery Byrd (Yam).

25+ C: 1. Randall Rowe (Kaw); 2. Bradley Wilkerson (Yam); 3. Steve Dumond (Suz); 4. Don Venable (Hon); 5. Doug Harvey (Yam).

30+ A: 1. Alan Andreu (Yam); 2. David Mack (Kaw); 3. Kip Bigelow (Yam); 4. Mark Guy (Yam); 5. Ron Jones (Hon).

30+ B: 1. John Lundy (Yam); 2. Donny Banks (Hon); 3. Glenn Bates (Hon); 4. Denis Hilton (Hon); 5. Steven Litz (Yam).

30+ C: 1. Doug Harvey (Yam); 2. Shelby Warren (Hon); 3. Bradley Wilkerson (Yam); 4. Rick Castleberry (Kaw) 5. Jerry Combs (Suz).

S/SR: 1. Steven Lewis (Yam); 2 . Duke Finch (Yam) 3. Johnny Gibson (Yam); 4. Gary Baisden (KTM); 5. Peter Harrison (Hon).

NON CUR/ENDR: 1. David Whitson (Hon); 2. Brian Renfro (Hon); 3. Stephen Tipton (Hon); 4. Randall Randolph (Yam); 5. Rodney Williams (Suz).

125 PRO: 1. Kevin Windham (Kaw); 2. Ezra Lusk (Suz); 3. Mike Brown (Hon); 4. Jim Neese (Kaw); 5. Barry Carsten (Suz); 6. Todd DeHoop (Hon); 7. Chad Lough (Suz); 8. Roy Snellingen (Suz); 9. Doug Stone (Kaw); 10. Joshua Steel (Kaw); 11. Damien Plotts (Suz); 12. Steve Childress (Suz); 13. Andre Pene (Hon); 14. Jim Chester (Yam); 15. Ty Harris (Hon); 16. Chad Miller (Hon); 17. Adam Martin (Kaw); 18. Jordan Honeymaker (Suz); 19. Blane Armbruster (Suz); 20. William Wilson (Hon).

250 PRO: 1. Jim Neese (Kaw); 2. Mike Brown (Hon); 3. Todd DeHoop (Hon); 4. Kevin Windham (Kaw); 5. Chad Lough (Suz); 6. Steve Childress (Suz); 7. Barry Carsten (Suz); 8. Joshua Steel (Kaw); 9. Jim Chester (Yam); 10. Dag Boyesen (Yam); 11. Warren Reid (Hon); 12. Doug Stone (Kaw); 13. Todd Downs (Hon); 14. Chris Ridgeway (KTM): 15. Larry Gessner (Hon); 16. Mike Nutter (Yam); 17. Adam Martin (Kaw); 18. Brad Quear (Kaw); 19. Aaron Kopp (Kaw); 20. Chad Miller (Hon).

A LOOK BACK Time Remembered

Man

By Joe Scalzo
Photo by Walt Mahony

First Ricky Graham shrinks himself by 15 pounds, favorably altering his power-to-weight ratio. Next he employs the art of pugilism to physically sharpen himself. Via merciless off-road grappling, he elevates his own racing to the godly levels of Chris Carr and Scott Parker. Then he patches together a network of small but dependable sponsors to finance his stable of rapidly aging Hondas. By the climax of Graham's plunge to the championship of the Grand National Series, Carr and Parker and their Harley-Davidsons have all become dead meat and Graham has brought down the factory team of the world's most famous manufacturer of motorcycles.

Harley-Davidson had, previously, been laid low by independents only three times in 40 years: in 1984 by Graham again; in 1979 by Steve Eklund; and in 1963 by Dick Mann, the original - the symbolic - non-Harley-Davidson-sponsored National titlist. And despite the gulf of 30 years between Graham and Mann, there are more similarities than differences between their championships.

Perseverance, acceptance of fate, and self-reliance all characterize Graham, and it was the fiercely independent Mann who was an originator of such standards. And, although he was obsessed with winning his championship, Mann, throughout that odd 1963 season, never expected it to financially enrich his life. He was not wrong about that, motorcycle racing being even then an underfinanced occupation. Graham's own reaction was similar. Informed that for 1993 Camel wouldn't be paying its customary $100,000 bonus, Graham had immediately and dourly predicted that now he was certain to win the championship. Just turned 34 years old, Graham has a melancholy cheerfulness much like Mann's.

The campaigns of 1993 and 1963 were both settled on the extreme western edge of the American Motorcyclist Association tournament; Graham at the Los Angeles County Fairgrounds at Pomona and Mann's beneath the lights of legend-infested Ascot Park. For Mann, it was the culmination of an epic 14-National battle forcing him to pit his brains, tenacity and will against the wealth, manpower, and technological know-how of Harley-Davidson. He couldn't afford - nor would he have tolerated - mechanics to help him transport his BSAs and Matchless back and forth across the continent while getting little rest between races. Outside of his friends and admirers, all he had were his motorcycles and tools, a maxed-out gasoline credit card, and an open Ford Ranchero pick-up for traveling and sometimes sleeping in. So, upon winning his championship under such impossible conditions, he was permitted to whoop it up in celebration. He didn't.

The reasons were two-fold. Being half-dead from injury, almost as usual, Mann was physically incapable of mounting a ya-hoo! wheelstand lasting for a straightaway as Ricky Graham did at Pomona. But the second reason is that Mann is constitutionally incapable of wild emotion. Emotion of any kind is bad form for him.

Fortunately, the Ascot Park grandstands were not as reticent. The Ascot of 30 years ago had been a haven for the rebellious, the out-of-step, and the fanatical since the days of the original BSA Wrecking Crew, and still was home to the most war-like and radically anti-Harley-Davidson forces alive. Mann's rupturing nine unbroken years of Milwaukee stranglehold was witnessed by quite a mob - partisans with BSA regalia who had finally tasted blood, plus Sammy Pierce and his Indian diehards, Bruce Welbaum and the outlaw union named Motorcycle Racers Inc., Shell Thuett and his embittered Royal Enfields. Everybody cheered. Many people got hammered. Anybody not of the Harley-Davidson faith was welcome. It was quite a celebration.

All of Mann's familiar contradictions were on display throughout 1963. There he was, easily the most versatile professional motorcycle racer in the country, the only one capable of winning all five competition forms. And there Mann also was, among the most accident-prone and self-destructive men of his time. It was a terrible mystery. Mann was never deliberately reckless, yet few in the course of a career managed to break more bones. This was accompanied by, luckily, an equally abnormal capacity for absorbing but disregarding physical pain. And an abhorrence for doctors - doctors took racing licenses away. Mann, however, didn't like playing this up. Late one night, however, he'd admitted, "I may have been one of the first guys to get into the building of my own casts for broken bones." The he'd hastily added, giving credit where it was due, "No. That was me and Neil Keen, together."

He had a terrific nickname, "Bugs," but not a colorful story to explain how he'd come by it. It was really impossible for him to blow his own trumpet. He refused to posture or pose. He wouldn't even speak out in praise of motorcycle racing. Asked one time which of the five competitions he enjoyed most, his answer was none of them. This was widely misunderstood. What he really meant, it turned out, was that his preference was to be off cowtrailing across the Oakland hills.

None of this should have translated into heroism. But the singular manner in which Mann comported his lonely, underdog racing was found to be inspiring and moving. Consequently he had friends and allies prepared to interrupt their own lives and do anything to help him. His major supporters included many of the brightest names around. Some of whom had been introduced to motorcycles by Mann: Gary Nixon, a double champion of the future who had deviled for Mann while still an impoverished Okie urchin from the Dust Bowl; Dick Dorresteyn, magician of the TT steeplechase; polemical Neil Keen; the brave and careless Jan Opperman who eventually participated in the Indianapolis 500 but who claimed the hardest racing he ever saw was with Mann in the infamous hill country behind Oakland; the ageless Indian Scout winner Bill Tuman; Mann's own deceased second wife, the winsome Susie; and the misanthropic Al Gunter, who as a gesture of affection for Mann once rushed across the Great Plains to spring Mann, wounded again, from a barbaric hovel of a hospital on the desolate prairie of Kansas. Some of these fascinating people later contributed to Mann's 1963 championship.

Family tree and geography determine character. Mann's father, before walking out on the family while Mann was a toddler, led a hazardous subterranean existence working the quicksilver and quartz mines of the southwest . A bold study in self-reliance herself, Mann's mother, picking up the slack from her husband's departure - it happened on the eve of the Second World War - moved the family to the bay area of northern California. Then she did heavy-duty work in the defense industry, wielding a welder, torching plates of iron.

Next there was Mann's unique position among the racing crowd. Throughout the Fifties, representatives of the American Motorcyclist Association and its Competition Congress could gaze west from Ohio and feel thrills of horror going down their spines realizing that beyond the Rockies lived the biggest troublemakers and malcontents in the whole AMA empire. Neil Keen, Al Gunter, and Mann were prominently among them. Defy Authority! seemed to be the slogan firing them, and the two easiest, most wonderful authority targets available were the AMA and Harley-Davidson.

Keen, a natural radical, was feverishly trying to radicalize other riders as well as reinvent hidebound AMA rules and regulations - ultimately he enjoyed great success at this - and was also an aggressive conversationalist who believed all Competition Congress members were morons and pointedly told them so: "I would love to engage you in a battle of wits," he once told one of them. "But I see you are unarmed."

Gunter, who got on everybody's nerves, was absolutely the worst for attacking the status quo. He saw himself as brainier and more enlightened than anybody. Stand up for what you believe in! Fight back! Be independent! Those were the values that Gunter espoused, and Mann, who went on his very first professional sorties with Gunter, absorbed them too. This impulse for nonconformity dictated the shape of his career.

Between 1959 and 1972, Mann won 24 full National races, Gunter won seven, and Keen one, yet the talk of the time was how many more they might have won had all three only played the go-along-to-get-along game and put on the Harley-Davidson colors. It wasn't that Harley-Davidson didn't try and solicit their services. Over various seasons, in fact, Mann and Keen and Gunter all were hired. But none of them stayed - they preferred continuing to fight Milwaukee instead. In Mann's case, it wasn't that he didn't admire the proficiency of the Harley-Davidson effort, but he worried that life on a factory team would be constraining. Maybe he'd no longer be permitted to be in charge of his own bikes: to invent his own valves, grind his own camshafts, heat-treat his own custom tires. This stuff was at the heart of Mann's racing.

In any event, Mann sailed through his entire pro career without winning a single National on a Harley-Davidson. Thirteen victories were on his own 3SAs. Eight occurred on a curiosity of a G50 model Matchless, a mount loaned to him by the dying Indian Corporation while Indian was trying to distribute Matchless and make it a commercial success. It failed. But Mann's G50 did wonders for his own career, did wonders for motorcycle racing, and won him his watershed 1963 championship.

The prior season, 1962, was Mann's ninth as a professional on the tour. Since 1957, he'd never finished out of the top 10 in the standings, but never had interrupted the Harley-Davidson dominance either. That dominance was not a fiction. However, things were not quite what they seemed. Outwardly, the late Fifties and early Sixties were campaigns of continuing battles between the Harley-Davidson champions; Joe Leonard, Carroll Resweber and the extraordinary newcomer Bark Markel conducted themselves on the same preternatural levels as Carr and Parker today. But the Harley-Davidson riders themselves knew different. They feared Dick Mann as much as they did each other. He was the last opponent they wanted to be chasing, the last face they wanted to find staring balefully at their backsides as a National was winding down. Everybody talked with amazement about Mann as the Springfield match of 1961. First Mann had nearly beaten Resweber, and then had ultimately deadheated Markel for second place, after racing most of the 50 laps around the Springfield Mile with a flat front tire. And the following year, 1962, with Resweber temporarily crippled with a broken wrist, Mann and his maverick G50 actually took over the lead in the point standings. Team Harley-Davidson tensed, but didn't panic. Mann next committed one of his frequent acts of self-destruction - he smashed his hand against a guardrail - and even with Resweber fully out of commission Markel came back to preserve company glory.

The prosecution of the 1963 championship was difficult for Harley-Davidson. Resweber was forever gone, and his replacement, the able George Roeder, was having a dubious time find his way with Resweber's former iron. And the remainder of the team's great fighters were doing a particularly blooming job annihilating themselves and their brothers. Ralph White smoked his wrist before the season officially started - yet managed to win the 200 miles of Daytona anyway. The new hope Ronnie Rall captured two crucial dirt track Nationals, then took his collarbone to pieces on a meaningless short track.

Most dismaying of all was the increasingly erratic behavior of Resweber's successor, Markel. At Springfield he took down himself and two others - as luck would have it, they were his own teammates Darrel Dovel and Dick Hammer. Then Markel got going again. This time, with more unwanted aggression, he again toppled himself as well as an enemy BSA Gold Star. It subsequent-

ly burned to the ground, triggering a predictably profane outburst from its outraged owner, Al Gunter himself.

Mann would have been profiting from all the Harley-Davidson fratricide. He was leading the point standings. But his own 1963 campaign was unraveling even faster. With the climactic September national at Ascot Park barely three weeks off - a National whose outcome would win or cost him the Number One plate - Mann suddenly had a tender posterior full of stitches after getting run down and mauled.

Mann's decline had truly begun that March at Daytona. He'd had his usual problem of California brains dealing with Competition Congress mentality. And it was further compounded by his G50 Matchless. The previous season the machine first had been ruled illegal, then legal. Now, Mann learned, the AMA was reversing itself and making it illegal all over again. Well conditioned from earlier skirmishes with the Competition Congress, Mann reacted with aplomb. That is to say, he named it a swindle and erupted with outrage. He promised to make the scandal of it ring through Daytona for the week. And so it did. Mann actually created newspaper headlines by hiring a lawyer and threatening the 200 miles with an injunction. Came the Sunday of the 200, though, Mann was where the AMA always put its malcontents: on the sidelines.

The season continued. Mann visited 13 Nationals without scoring a win, but was steadily racking up good finishes and points. This wasn't bringing in much income, unfortunately. And so, to earn a few more dollars, Mann was visiting the smaller, harder towns to cherry-pick at three-star tracks. It was in that freebooting spirit that he headed into northern Illinois in August.

Everything changed in a brief but violent 15 seconds. After outqualifying everybody present by a compelling second and a half, Mann insisted on changing grooves on an especially hairy section of the Freeport track, and succeeded in wrecking the whole pack.

The first motor behind him, a Harley-Davidson, caught him square in the seat of his leathers, then collapsed on top of him. Feeling his insides coursing out on the track, Mann wondered if he was going to die.

An appalling old ambulance brought him to an appalling old hospital. No doctor was on duty, so Mann now lay there wondering what his chances of bleeding to death were - still excellent, he decided. (But a medic finally arrived to stitch him up.)

Even more fortuitous was the arrival of one of Mann's friends and guardian angels, Bill Tuman, who answered the call of duty and got Mann into a better hospital. But the doctor there talked of imprisoning Mann in a full body cast for the following six months. That scared Mann all the more. Within an hour, he was on an airliner back to California. His life and career had been shattered, but he had the Ascot National to reconstruct them.

The Saturday morning of the National came up through the smog of Azusa, Neil Keen's home in the San Gabriel Valley east of Ascot. The driveway was filled with astonishing wrecks. They were all of Mann's worn-out machines from the 1963 tour, including his Daytona G50, newly declared legal by the AMA all over again. Mann, the biggest wreck of them all, limped about trying to salvage something for Ascot. Keen, in one of his oratory moods, was exhorting him to greatness; "Bug Man, you can't stop now!"

Somebody had to bring all of Mann's motorcycles home from Freeport, and it had been Keen. It hadn't been a walk in the park, however. Around the time of Mann's accident, Keen had managed to break his own left foot racing at another track. Just as scornful of pain as Mann was, Keen had nonetheless high-balled straight home to the west coast; a stick had been required to depress the clutch because his left ankle was too blue and swollen to do the job. And it still was. Keen was too infirm to try and get into the Ascot National and perform defensive dirty work. All he could do to assist Mann was harangue.

Mann's showdown National was a TT: 50 laps over Ascot's 10-corner steeplechase track requiring 500 gearshifts and with a 15-foot earthen jump every lap. To have any chance of winning, Mann, his aching rump notwithstanding, would have to vault higher and further than anybody else. Making it all the more sporting was that this was a nighttime National. Mann, next to luminary Everett Brashard, was reputed to have the poorest eyesight in motorcycledom.

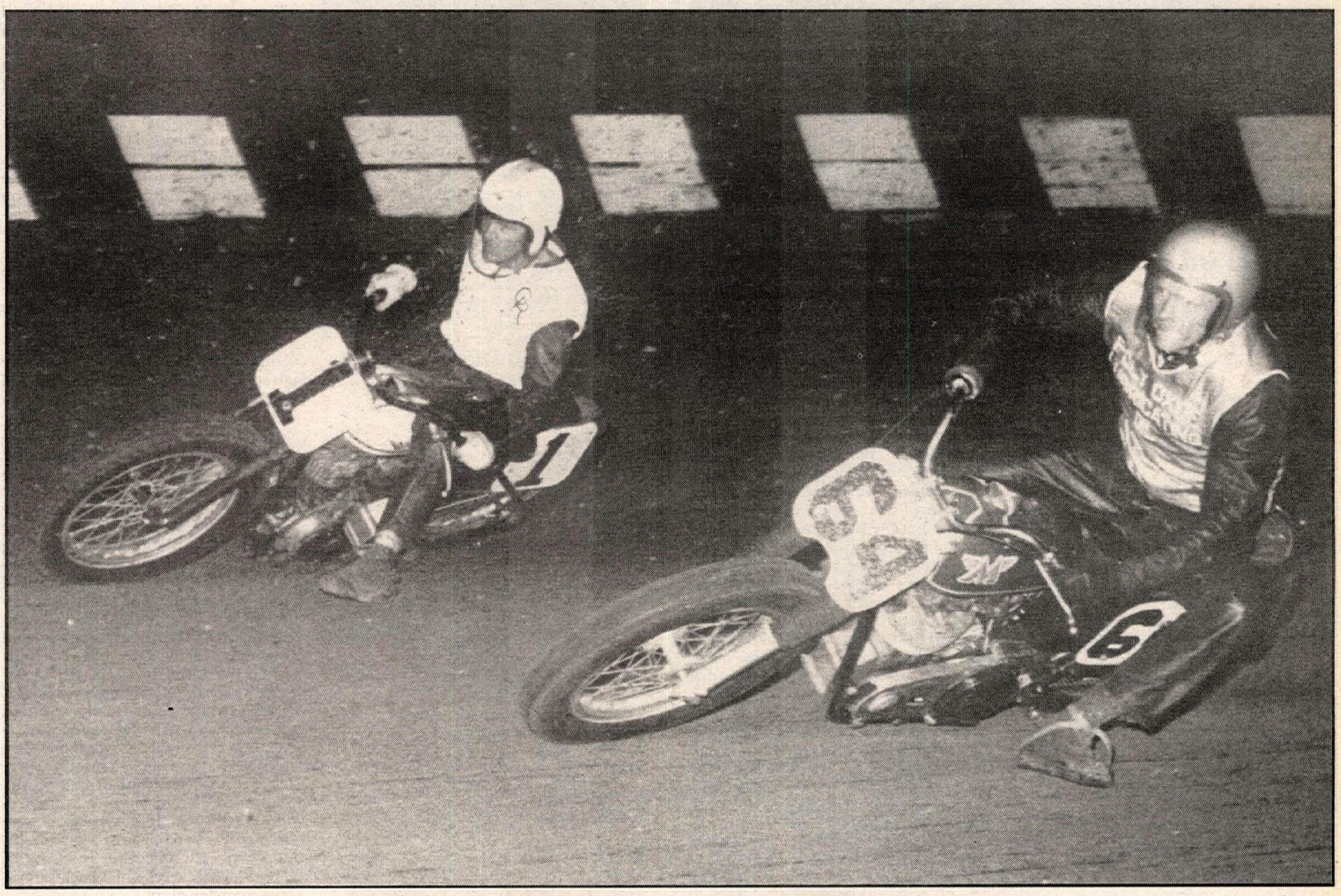
Nothing was tolerable but outright victory. George Roeder, a menacing second to Mann in the standings, had belatedly discovered the combination to Resweber's old equipment. Ascot being the one track that was traditionally a graveyard to Harley-Davidson, Roeder was apt to miss qualifying for the National. But the following Sunday's concluding National was on the mile at Sacramento, where Roeder was sure to score maximum points.

There have been many heart-stopping Nationals over the decades, but Ascot's was a major one. Mann got one bit of good fortune. Skip van Leeuwen, one of the track's many steeplechase specialists, broke down while in the lead. Van Leeuwen's departure moved Mann to first. Riding with zen-like concentration, Mann then led every lap. He lapped all but the second and third place finishers and established a new Ascot speed record.

Then it was quickly computed that even if Mann didn't score one point at Sacramento the following Sunday, and even if George Roeder won everything - the exact scenario which occurred - Mann still had sufficient points to earn Number One.

Pandemonium! The great Ascot celebration exploded.

Ricky Graham toasted his 1993 title by writing heartfelt thank you's to all those sponsors who'd aided him. Mann, back in 1963, really had almost nobody to thank except Tuman and Keen. Just how prodigious the championship really was didn't come to Mann in 1964. Exactly a year later, all healed up, he failed to repeat as Number One. Seasons passed. Factor riders from Triumph, BSA (Mann himself) and Yamaha all deprived Harley-Davidson of National titles. But 16 long campaigns had to elapse until 1979, when Steve Eklund at last became the second independent champion since Dick Mann. In 1984, Ricky Graham became the third. Now, nine seasons later, Graham has just done it again. CN



EVENTS

Ty Wallace (284) was the rider to beat in the 125cc Expert class at Pagoda MX.

NMA Ministars '93

Bogard on target at Starwest SX

By Tony Alessi

MORENO VALLEY, CA, OCT. 24

Just a few weeks after capturing back-to-back National Championship titles at the Ponca City and Loretta Lynn's, Team Suzuki's Charlie Bogard was back for more. This time, the target was the inagural Ministars Nationals, held at Starwest Supercross Park, and, once again, the results were all too familiar. Bogard swept all eight motos in which he competed, nabbing the overall victories in the Super Mini, Championship Challenge, and 14-16 year-old Stock and Modified class races.

Bogard joined over 300 other mini-class riders from various parts of the country in what was tagged as a "minis-only" event. "I wanted an event that would go back to the basics of an all-mini race," said promoter Ron Henricksen. "All of the factories are out today, so top performers will definitely gain some exposure."

Pee Wee class racers competed in the morning hours on a specially designed course, and the 60cc and 80cc riders took to the main track in the early afternoon. Throughout the day, 35 different classes competed, and due to the large number of entrants, the race schedule ran late.

"Due to the overwhelming number of post entries in the Pee Wee classes, the race program ran off schedule," said Henricksen. The final moto of the day left the starting line at 9:00 p.m.

The Super Mini race saw what was arguably the most exciting race action of the day. Jiri Dostal and Ryan Clark jumped into the top two slots and had an early moto slam-fest. Dostal was the initial leader, but Clark decided to force his way past with a contact pass near the step-up jump.

Not one to be pushed around, Dostal reponded by smashing Clark four turns later when he saw a small opening in a tight switchback. Meanwhile, Bogard seemed content to sit in third and enjoy the show.

"Those guys were just bouncing off each other," said Bogard. "I just waited for them to make mistakes."

Dostal opened up a slight lead, while Clark began to come unglued. Bogard saw Clark floundering, and zapped him for second shortly after. Once into second, Bogard closed to Dostal's rear fender within only one lap.

About the same time, Billy Payne joined the leaders after suffering a so-so start, but crashed hard when he tried to jump four-deep into the rockers.

Bogard jumped past Dostal for the point position in the rockers, but after jumping all four bumps, overshot the following turn. Dostal pounced on the opportunity and dove under Bogard, but his moment back in the lead would be short-lived. Bogard rebounded with an awesome mid-air pass over the track's largest double and sailed into the lead. Once into first, Bogard pulled away, all the while jumping four-deep into the whoops. Bogard held on for the moto win ahead of Dostal and Clark.

The second moto saw Bogard grab the holeshot and put his bullet-proof riding style to work. As he pulled further and further away from his competitors, Bogard whipped his Suzuki sideways repeatedly, showing off for the crowd that cheered him on.

Dostal passed Payne early in the race for second, and maintained a small lead over him for the remainder of the race. Clark, meanwhile, seemed over-anxious and fell twice before eventually smoothing out and finishing fourth ahead of Danny Carlson.

Cale Wallace was the fastest seven-year-old of the day, as he posted an impressive four-moto sweep of the Pee Wee Stock classes. Wallace topped Jesus Casillas and Ronnie Gamble in the Pee Wee Stock class, and bested Gamble and Joshua Grant in the Pee Wee Stock Expert class.

Wallace met his match in the Pee Wee Modified class, however. Robert Harrold rolled up to the starting line aboard a Pee Wee that resembled a Kawasaki KX60 in not only appearance, but in power output as well. Harrold motored to an uncontested pair of wins in the Pee Wee Modified Expert class while Wallace appeared to struggle with clutch problems, but still managed to hold on to second over Casillas.

In the Pee Wee Modified class, Wallace suffered a broken front axle in moto one, but rebounded to win both the second moto and the runoff. Unfortunately, Wallace's DNF in moto one dropped him to third overall behind winner Casillas and Gamble. CN

Results

P/W STK BEG 4-6: 1. Matthew Brewer (Yam); 2. Matthew Thorp (Yam); 3. Brent Harmon (Yam); 4. Jacob Poole (Yam); 5. Ryan Piatonni (Suz).

Ryan Clark (181) challenged Jiri Dostal (7) for the win at the Starwest SX.

P/W STK BEG 7-8: 1. Joshua Brown (Yam); 2. Bradley Woods (Hon); 3. Partick Bartz (Yam).

P/W STK 0-8: 1. Cale Wallace (Yam); 2. Ronni Gamble (Yam); 3., Joshua Grant (Yam); 4. Steve Hernandez (Yam); 5. Daniel Taft (Yam).

P/W STK NOV 0-8: 1. Cale Wallace (Yam); 2. Jesus Casillas (Yam); 3. Ronnie Gamble (Yam); 4. Ricky Oliver (Yam); 5. Snakeman Guisande (Yam).

P/W MOD BEG 4-6: 1. Brent Harmon (Yam); 2. Chris Renshaw (Yam); 3. Ricky Humme (Yam); 4. Mike La Paglia (Itj); 5. Jeff Alessi (Yam).

P/W MOD BEG 7-8: 1. Tyler Willis (Yam).

P/W MOD NOV 0-8: 1. Snakeman Guisande (Yam); 2. Sean Shelton (Yam); 3. Ranel Cox (Yam); 4. Mark Atkins (Yam); 5. James Baker (Yam).

P/W MOD EX 0-8: 1. Jesus Casillas (Yam); 2. Sean Shelton (Yam); 3. Ranel Cox (Yam); 4. Mark Atkins (Yam); 5. James Baker (Yam).

P/W MOD 0-8: 1. Robert Harold (Yam); 2. Cale Wallace (Yam); 3. Jesus Casillas (Yam); 4. Steve Hernandez (Yam); 5. Anthony Houser (Yam).

60 BEG 6-8: 1. Broc Owens (Kaw); 2. Tyson Davis (Kaw); 3. Derrick Mc Clintock (Kaw); 4. Daniel Taft (Kaw); 5. Matthew Clark (Kaw).

60 BEG 9-11: 1. David Sullens (Kaw); 2. Andy Pierce (Kaw); 3. Brock Bolling (Kaw); 4. Joe Hamiilton III (Kaw).

60 MOD 0-8: 1. Jimmy Nelson (Kaw); 2. Jesus Casillas (Kaw); 3. Ryan Couse (Kaw); 4. Dayton Beavers (Kaw); 5. Ryan Picard (Kaw).

60 MOD 9-11: 1. Robert Harold (Kaw); 2. Brian Hulsey (Kaw); 3. Bryan McGavran (Kaw).

60 STK 9-11: 1. Chris Rogers (Kaw); 2. Nick Alvarez (Kaw).

80 STK 9-11: 1. Bryan McGavran (Yam); 2. Justin Buckelew (Yam); 3. Sean Hamblin (Yam).

80 BEG 0-11: 1. Brandon Morgan (Kaw); 2. Chris Rogers (Kaw); 3. Shawn Scott (Suz); 4. Johner Faulkner (Yam); 5. Chris Brinkner (Yam).

80 BEG 12-13: 1. Brandon Dahlgren (Yam); 2. Mike Sleeter (Yam); 3. Hector Rios (Yam); 4. Brian Morgan (Kaw); 5. Drew Graham (Kaw).

80 BEG 14-16: 1. Tim Rasmussen (Kaw); 2. Nathan Jones (Yam); 3.William Zeigler (Yam); 4. Brad Langston (Suz); 5. Jason Newman (Suz).

80 STK 0-11: 1. Justin Buckelew (Yam); 2. Bryan McGavran (Yam); 4. Daniel Blair (Yam); 5. Max Hartwell (Yam).

80 MOD 0-16: 1. Charley Bogard (Suz); 2. Ryan Clark (Kaw); 3. Danny Carlson (Kaw).

80 STK 12-13: 1. Billy Payne (Kaw); 2. Brandon Dahlgren (Yam); 3. Matt Minyard (Kaw); 4. Jiri Dostal (Kaw); 5. Robby Couse (Kaw).

80 STK 14-16: 1. Charley Bogard (Suz); 2. Ryan Clark (Kaw); 3. Danny Carlson (Kaw); 4. Robert Simpson (Kaw); 5. Oscar Valdez II (Yam).

80 MOD 0-11: 1. Justin Buckelew (Yam); 2. Daniel Blair (Yam); 3. Bryan Jaramillo (Kaw); 4. Brandon Morgan (Kaw); 5. Bobby Bonds (Kaw).

80 MOD 12-13: 1. Jiri Dostal (Suz); 2. Billy Payne (Kaw); 3. Robby Couse (Kaw); 4. Bullfrog Newcomer (Hon); 5. Michael Sleeton (Hon).

80 MOD 14-16: 1. Charley Bogard (Suz); 2. Ryan Clark (Kaw); 3. Brian Sweeney (Yam); 4. Danny Carlson (Kaw); 5. Adam Pierce (Kaw).

S/MINI 0-16: 1. Charley Bogard (suz); 2. Jiri Dostal (Suz); 3. Ryan Clark (Kaw); 4. Danny Carlson (Kaw); 5. Brian Sweaney (Yam).

125 YOUTH: 1. Travis Preston (Kaw); 2. Dean Van Riper (Kaw); 3. David Hughes (Kaw); 4. Eddie Nichols (Kaw); 5. Adam Pierce (Hon).

Wallace wails Pagoda MX

By Dick Archer

BIRDSBORO, PA, OCT. 17

Pro Spec-sponsored Pro/Expert Ty Wallace cleaned house in both of the 125cc Expert and Collegeboy motos, as well as the mid-day "Dash for Cash" at the Pagoda MX facility. Wallace, who has been away recuperating from knee and ankle injuries, was flawless as he grabbed the holeshots in all five motos. In the 125cc A class, Wallace blasted out of the gate and into the lead followed closely by Neil Woerner and Michael Bear. Wallace turned up the wick and said good-bye in both races.

The 250cc A class saw Woerner and Bear battling it out for the overall. Bear won the first moto but fell going into a jump in moto two and lost ground on Woerner. Bear quickly remounted and was back in hot pursuit until the end, but Woerner kept a pace and crossed the line first for the win and the overall victory by virtue of his 2-1 moto finishes.

The Vet A and B classes showcased fast action as Pagoda's Calvin Leinbach and John Jones won the respective classes. Leinbach's blazing Kawasaki was on the heels of Yamaha pilot Scott Stevens throughout moto one but couldn't pass him. In moto two, Leinbach did what he had to, and poured it on right to the checker for the moto and overall win.

In the Vet B class, usual hare-scrambler John Jones kept up a very heated pace and scored 1-1 moto finishes for the overall.

Results

50 (4-6): 1. Jason Lawerence (Yam); 2. Ben Glisson (Yam); 3. Michael Granger (Yam).

50(7-8): 1. Bryan Fleichmann (Yam); 2. Alex Steckler (Yam); 3. Matthew Marshall (Yam).

60: 1. Casey Clark (Kaw); 2. Justin Fazekas (Kaw); 3. Ryan Thornton (Kaw); 4. Edward Hill (Kaw).

80 (7-11): 1. Casey Clark (Yam); 2. Jeremey Cook (Kaw); 3. Ryan Patterson (Kaw); 4. Justin Fazekas (Suz); 5. Ryan Thornton (Kaw).

80 (12-13); 1. Jim Devonshire (Suz); 2. Joe Dellaversano (Hon); 3. Ryan Oxenford (Kaw).

80 (14-15): 1. Brian Pollock (Yam); 2. Kevin Bausum (Kaw); 3. Mike Taylor Jr. (Kaw); 4. Ed Evans (Kaw); 5. Jonathan Bower (Kaw).

SCHBY: 1. Damien Roman (Yam); 2. Kevin Novak (Suz).

CLGBY: 1. Ty Wallace (Hon); 2. Dave Kratz (Kaw); 3. David Eckhart (Hon); 4. Sean McLaughlin (Hon); 5. Chris Kakas (Yam).

125 A: 1. Ty Wallace (Hon); 2. Neil Woerner (Hon); 3. Michael Bear (Yam); 4. Dave Kratz (Kaw); 5. Mark Patterson (Kaw).

125 B: 1. Micheal Land (Hon); 2. Charles Lanza (Kaw); 3. Damien Roman (Yam); 4. David Loikits (Yam); 5. Chris Garges (Yam).

125 C: 1. Chris Kakas (Yam); 2. Kurt Robbins (Hon); 3. Scott Zellers (Hon); 4. Jim Erbe (Suz); 5. Micheal Forhne (Hon).

250 A: 1. Neil Woerner (Hon); 2. Micheal Bear (Yam); 3. David Eckhart (Hon).

250 B: 1. Erik Richard (Hon); 2. Russell Oatman (Yam); 3. Jeremey Garges (Yam); 4. Mike Berry (Kaw); 5. Jeffrey Good (Kaw).

250 C: 1. Jim Feudale (Kaw); 2. Fred Syvertson (Hon); 3. Mike Blanford (Hon); 4. Chris Wilson (Hon); 5. Sergio Steer (Kaw).

OPEN A: 1. Bobby Berry (Kaw); 2. Brad Stepp (Kaw).

OPEN B: 1. Robert Nudy (Suz); 2. James Nudy (Hon); 3. David Smith (Kaw).

DFC: 1. Ty Wallace (Hon); 2. Brad Stepp (Kaw); 3. Micheal Bear (Yam); 4. David Kratz (Kaw); 5. Neil Woerner (Hon).

25+ A: 1. Brad Stepp (Kaw); 2. Drew Morris (KTM).

25+ B: 1. Roy VarDerveur (Yam); 2. Charles Lanza (Kaw); 3. Louis Volpe Jr. (Hon); 4. Chris Krusen (Yam); 5. Jim Feudale (Kaw).

VET A: 1. Calvin Leinbach (Kaw); 2. Scott Stevens (Yam); 3. Martin Lesher (Yam); 4. John Moore Jr. (Hon).

VET B: 1. John Jones (Hon); 2. Louis Volpe Jr. (Hon); 3. James Vari (Yam); 4. Micheal Jones (Hon); 5. Bob Erickson (Yam).

40+: 1. Paul Eckhart Jr. (Hon); 2. Ronald Zimmerman (ATK); 3. Roger Hoover (Suz);

WDSMN: 1. Mike Blanford (Kaw); 2. Jeffrey Levengood (Kaw); 3. Doug VanHorn (Kaw); 4. James Haberle (Hon).

BMBR: 1. Tom Cutter (Kaw); 2. George Esmet (Suz).

VINT: 1. Johnny DuPont (Hus).

Morton lucky at San Luis Rio Colorado Grand Prix

By Tony Tellier

SONORA, MEXICO, OCT. 16

Tim Morton took full advantage of his competitor's misfortune and posted the overall and 250cc Pro wins in the San Luis Rio Colorado Grand Prix in Sonora, Mexico.

Morton's KX250 was definitely top-ended by Todd Hoy's 550 KTM until Hoy stepped off at the high speed transition from sand whoops to a bladed gravel road and relinquished his two-minute lead to Morton. The TNT Racing/Cycle Parts West/Scotts/J&R Key and Hardware-sponsored Morton did everything he could to keep Hoy in sight until the crash.

"When I found him, he was picking himself up, and he didn't want my help," Morton said. Morton completed the ninth 15-mile lap all smiles, cruising to an easy victory. Hoy was less than amused as he was set back to third overall behind Tex Mitchell. Hoy finished with his equipment awry, a raspberried knee and his jersey stuffed up under his armor.

The first Veteran was Malcom Smith Motorsports' Rusty Clarke, who overcame several off-course excursions for fourth overall after running side-by-side with Mitchell. Clarke edged James Henderson.

Results

O/A: 1. Tim Morton (Kaw); 2. Tex Mitchell (Yam); 3. Todd Hoy (KTM); 4. Rusty Clarke (Kaw); 5. Jim Henderson (Kaw).

OPEN PRO: 1. Todd Hoy (KTM).

OPEN EX: 1. Jeff Beukma (Kaw); 2. Ken Aplanalp (Hon); 3. John Hodel (Kaw); 4. Jeff Hart (Hon); 5. Jeff Spicer (Hon).

OPEN NOV: 1. Pete Blood (Kaw); Tim Moore (Hus).

OPEN BEG: 1. Brandon Day (Kaw).

OPEN VET: 1. Rusty Clarke (Kaw).

OPEN SR: 1. Gene Dempsey (Kaw); 2. Eugene Jasperson (ATK); 3. Jeff Evans (Hon); 4. Eric Hodel (Hus).

250 PRO: 1. Tim Morton (Kaw); 2. Tex Mitchell (Yam); 3. Chuck Dempsey (Hon); 3. Ron Miller (Kaw); 4. Bob Surmon (Yam); 5. Chades Busey (Kaw).

250 EX: 1. Jim Henderson (Kaw); 2. Danny Cantu (Hon); 3. Matt Meierbachtol (Kaw);

250 NOV: 1. Josh Evans (Hon); Adam Johnston (Hon).

250 BEG: 1. Chris Sanchirico (Yam); 2. Diana Jasperson (Kaw); 3. David Wolfe (KTM); 4. Mark Jones (Yam).

250 VET: 1. Brian Salley (Hon); 2. Rick Hinrichsen (Kaw).

125 BEG: 1. John Morales (Yam); 2. Christian Naylor (Yam); 3. Mike Hinrichsen (Yam).

125 VET: 1. Steve Stevens (Kaw).

Donaho motors to Midway Motocross win

By George Hodkinson

KELLOGG, MN, OCT. 10

Pat Donaho used blazing speed and a good twist of fate to score the overall win in the 125cc A class at the Midway Recreation Park.

In the first moto, Donaho put his Honda into the lead with Jason Kempel, Heath Voss, and Pat Ready in tow. Out front, Donaho and Kempel put on a good show, setting a fast pace that the rest of the class couldn't match. Donaho held off Kemper's attempted passes for much of the race and eventually built a slight lead by the end of the race as the two finished in that order. Voss held on to third and Davd Tait moved up to fourth at the finish.

Fate was on Donaho's side for the second moto. Like the first moto, Donaho set an early lead, but his master cylinder broke, and he handed the lead over to Kempel. Ironically, the track ambulance was called off on an emergency and the race had to be red-flagged. Overall results were credited to the first moto.

The 125cc B class was run in a double-drop format with the 125cc A class, and it was Chuck Chesler putting his Honda into the first corner followed by David Spizman, Jeff Mortel, and Jody Gaultney. On the first lap, Spizman and Gaultney had worked past Chesler and were in a close battle, but the rider slicing through the pack was Lee Theis. Theis picked off riders one by one and worked up to second place by the halfway point. Theis and Spizman ran close for the final two laps with Theis slipping by on the last lap for the single-moto overall win. Spizman and Gaultney ran a close second and third, respectively.

Results

MICRO MINI: 1.Billy Olson; 2. Bill Krusmark; 3. John DeOtis. 4. Anthony Gardner; 5. Tony Traxler.

P/W: 1. Zach Derry; 2. Nate Broughton; 3. Derek Osterberg; 4. Craig Lambrect; 5. Jacob Scholar.

MINI JR: 1. Eric Gerber; 2. Zach Derry; 3. George Young; 4. Ryan Schultz; 5. Isaac Will.

MINI SR:1. Mike Ettesvold; 2. Ryan Megaw; 3. Courtney Sampson; 4. Charlie Pettee; 5. Lucas Omann.

YTH: 1. Chris Andrews; 2. Ryan Broughton; 3. Chris Schildgren; 4. Marcus Little.

17-24 A: 1. Rob Engstrom; 2. Lee Erickson; 3. Chad Winecke; 4. Kyle Love; 5. Matt Ludescher.

17-24 C: 1. Allan Schuros; 2. Jerome Hagen; 3. Brent Herber; 4. Ross Thompson; 5. Tom Colestock.

25+ A: 1.Gary Bronikowski; 2. Scott Steinle; 3. David Tait; 4. Bill Engstrom; 5. Robert Bergstrom.

25+ C: 1. John Kelly; 2. Glen Novotny; 3. Robert Hanson; 4. Bill Krenik; 5. Rick Norum.

VET A: 1. Gary Bronikowski; 2. Bill Engstrom 3. David Spizman; 4. Randy Nagel; 5. Jack Parenteau.

VET B: 1. John DeOtis.

VET C: 1. William Krenik; 2. Thomas Koenig; 3. Greg Beckman; 4. Chris Carlson; 5. Rick Lambrect.

SR: 1. John Tieden; 2. David Knospe; 3. Gary Groth; 4. Gary Schildgen; 5. Allen Staige.

125 A: 1. Pat Donaho; 2. Jason Kempel; 3. Heath Voss; 4. David Tait; 5. Pat Ready.

125 B: 1. Lee Theis; 2.David Spizman; 3. Jody Gaultney; 4. Chuck Chesler; 5. Jeff Mortel.

125 C: l. Terry Jennings; 2. Billy Schildgen; 3. Jeff Ascher; 4. Dana Alexander; 5. Tim Grayson.

250 A: 1. Robbie Engstrom; 2. Jason Kempel; 3. Lee Erickson; 4. Chad Winecke; 5. Kyle Love.

250 B: 1. Mike Clark; 2. Glen Novotny; 3. John Kelly; 4. Bob Goblirsch; 5. Matt Ludescher.

250 C: 1. Rich Burns; 2. Keith Danielson; 3. Jerome Hagen; 4. Rick Norum; 5. Dave Short.

OPEN A: 1. Gary Bronikowski; 2. Scott Steinle; 3. David Niemi.

OPEN C: 1. John DeOtis; 2. Brent Herber: 3. Jef Ascher; 4. Justin Sorenson.

Hatfield-McCoy Trail Ride proves potential

By Rick Lydecker

MINGO COUNTY, W. VIRGINIA, OCT. 8-10

Over 300 trail riders from 14 states converged on Mingo County in southern West Virginia for the Hatfield-McCoy Premier Trail Ride. The turnout, more than twice that anticipated by event organizers, demonstrates the potential for motorized recreation in the region, according to the Motorcycle Industry Council.

In addition to nearly 100 miles of trail riding, the weekend included two street festivals with live music, two breakfasts catered by local service organizations, dinner served by the Matewan High School cheerleading squad, and a parade into the county seat with police and fire department escort.

"I don't know which impressed me more, the welcome the riders got or the turnout the event attracted," said MIC's John English. "We had individual riders, families and even whole clubs traveling in convoy to sample the potential of Mingo County for trail recreation."

And what they got was first class, VIP treatment everywhere they went," English said. "The townspeople, the motels, the merchants, the local riders - everyone made the visitors feel welcome. Not only that, they went out of their way to show their acceptance and appreciation for off-highway vehicle recreation."

English, MIC's director of state government affairs, is the originator of a plan to develop a major OHV area in southern West Virginia and adjoining areas of Kentucky and Virginia to serve the eastern states. The plan's objective is to demonstrate that public OHV riding opportunities can be provided on large tracts of corporate-owned land. The Hatfield-McCoy Premier Trail Ride took its name from the legendary feud that raged in the area in the 1880s. All trail riding during the event occurred on corporate-owned land.

"The key to our success so far is business and community support, and the cooperation of the landowners," said Mike Whitt, executive director of the Mingo County Redevelopment Authority. "This is coal and timber country," Whitt said. "And we are convinced OHV recreation can play an important role here as well. This event proved that trail riding can complement our traditional industries."

Paul McAllister, director of the Matewan Development Center and Jeff Lusk, director of Gilbert Regional Partners in Development, worked with Whitt to develop the three-day event. All three recognized OHV recreation as a potential boon to the local economy.

"Their foresight and enthusiasm is what made this event successful," English said. "They were able to generate so much local support that the riders were overwhelmed by the welcome they received."

"All weekend, riders told us they had never experienced this kind of acceptance and welcome before," said Ryck Lydecker, MIC's Rider Support Program Manager. "Many riders drove six, eight and ten hours or more to get to Mingo County, and the positive experience they took back with them is just as important as the good will that they left behind."

Row, Sipp scorch Woodland Vintage Motocross

By Clay Light

WOODLAND, WA, OCT. 23

CZ rider Bill Row and Yamaha-mounted Richard Sipp posted wins in the opening round of the 1993-94 Vintage Dirt Racing Association's vintage motocross series at Woodland Motocross Park. Row won the Open and 40+ Expert classes while Sipp scored wins in the 250 and 500cc Bomber classes.

Row's first task came in the Open class in which he took the lead and was never seriously challenged. Jack Callinsky applied pressure initially, but dropped to fourth after suffering an ankle sprain while battling for position. BSA-mounted Rick Ball thumped to the front of the pack in the second moto with Row, Dean Biddle, Doug Eckelman and Reese Dangler chasing. Row passed Ball early on the first lap and went on to take the win. Eckelman, Ball, Biddle and Reed rounded the top five overall.

Sipp soared to wins in the 250 and 500cc Bomber classes for 1975-1980 machines as he scored 1-1 sweeps in each class. Suzuki rider Garry Roller's vintage debut was also quite impressive as he won the 250cc class after fighting off Can-Am rider Monty Price in both motos. He then came back to win the 50+ class.

Results

125 AM/EX: 1. Harry Taylor (Yam); 2. Richard Sipp (Yam); 3. Darren Peterson (Hon); 4. Steve Kauffman (Hon); 5. Jeff Gleason (Hon).

250 AM: 1.Garry Roller (Suz): 2. Monty Brice (C-A); 3. John Smith (Ric); 4. Reid Saario (CZ).

OPEN AM/EX: 1. Bill Row (CZ); 2. Doug Eckelman (CZ); 3. Rick Ball (BSA); 4. Dean Biddle (CZ); 5. Larry Reed (CZ).

30+ AM/EX: 1. Garry Roller (Suz); 2. Dean Biddle (CZ); 2. Jim Bixel (CZ); 4. John Smith (Ric); 5. Steve Kauffman (CZ).

40+ AM/EX: l. Bill Row (CZ); 2. Bob Piercy; 3. Dale Hodson (Mai); 4. Hank Frenna (CZ); 5. Mike Fugere (Suz).

50+: l. Dick Marshall (Bul); 2.George Eadie (CZ).

250 BMBR: l. Richard Sipp (Yam); 2. Shawn Brown (Ric); 3. Bryan Murphy.

500 BMBR AM/EX: 1. Richard Sipp (Yam); 2. Dale Hodson (Mai).

Carson cruises at Aztalan Senior MX Championship

By Phil McDowell

LAKE MILLS, WI, OCT. 9-10

Although the temperature only peaked in the mid 40's Saturday, Suzuki-mounted Tom Carson was hot enough to dominate both motos of the 30+ Pro class and collect some cool cash at Aztalan Cycle Park's North American Senior Motocross Championship.

Gary Bronikowski grabbed the holeshot of moto one with Carson, Witmer, Feist and Ott hot on his heels. Andy Stacy had problems at the start and came around the first lap nearly dead last. Stacy was hard on the gas, though, and immediately began the difficult task of working his way up through the field. Carson's intentions were clear as he took the lead from Bronikowski on the second lap and began to pull away. Feist was moving also and worked into the third spot, leaving Witmer and Ott to sort it out for fourth. By lap three, Stacy had carved his way up to sixth and had his sights set on the Ott-Witmer battle. One lap later, Stacy worked his magic on the two, taking over fourth in the back section of the course. Carson cruised easily up front for the win. Feist occasionally got within striking of Bronikowski for the second spot but never proved a serious threat. Stacy was still making up ground at the finish but had to settle for the fourth spot and Witmer relinquished the fifth position to Ott.

Bronikowski jumped to the early lead again in the second moto. This time, though, it was Feist who took the lead from him on the first lap, thrilling the dedicated crowd by sailing over the huge plateau jump side by side as they fought for the lead. These two were followed closely by Carson, Witmer, and Stacy, who was enjoying a much better start. By lap two, both Carson and Stacy had gotten by Bronikowski and were applying pressure to Feist. Stacy's luck turned sour on lap three when he got off in the back section of the course. Carson followed Feist until about midway when he stepped it up a notch, getting by a lap later. Feist, the only rider clearing the spectator doubles, was pushing it hard but had to settle for second. Bronikowski held on to third ahead of Witmer and Ott.

Harry Taylor (161) and Richard Sipp (25) fought for the lead at the Woodland MX.

Results

Saturday

25+ INT: 1. Jeff Blaha (Hon); 2. Jeff Lietzer (Hon); 3. Ron Rivenburgh (Hon); 4. Patrick Boyden (Suz); 5. Ed Truckenbrodt (Kaw).

25+ EX: 1. Eric Wedemayer (Suz); 2. Bryan Hunt (Hon); 3. Jeff Wiedmeyer (Hon); 4. Todd Schmitz (Yam); 5. Dana Hunt (Yam).

30+ INT D-1: 1. Duane Martin (Hon); 2. Ron Rivenburgh (Hon); 3. Mark Henry (Hon); 4. Ed Truckenbrodt (Kaw); 5. Lee Sobieszczyk (Yam).

30+ INT D-2: 1. Ron Kaminsky (Suz); 2. Gregory Ganzel (Kaw); 3. Barry Elliott (Hon); 4. Mark Bonnell (Hus); 5. Greg Cummings (Suz).

30+ EX: 1. Larry Bever (Hon); 2. Terry Chumbley (Hon); 3. Joel Hall (Hon); 4. Victor Paskus (Suz); 5. Jack Parenteau (Hon).

30+ PRO: 1. Tom Carson (Suz); 2. Connie Feist (Yam); 3. Gary Bronikowski (Hon); 4. Larry Witmer (Suz); 5. Russell Ott (Yam).

40+ Int: 1. Harold Gooch (Kaw); 2. David Knospe (Kaw); 3. Ted Coplien (Hon); 4. Ted Fookes (Kaw); 5. John Meehan (KTM).

40+ EX: 1. John Tieden (Yam); 2. Brian Otto (Yam); 3. Jerry Jensen (Suz); 4. Jerry Bumgardner (Hon); 5. Mike Collins (Kaw).

50+ INT: 1. Mike Gallagher (Yam); 2. Jim Denevan (Suz); 3. Jon Isakson (Hon); 4. Bud Huff (Kaw); 5. Thomas Hubbard (ATK).

50+ EX: 1. Bob Dran (KTM); 2. Terry Woosley (Hus); 3. Michael Micheli (Yam); 4. Dave Arva (Yam).

60+: 1. Owen Hutchins (Suz); 2. Denny Boblin (Kaw); 3. Rowan Lockwood (Kaw).

WMN: 1. Shelly Kann (Yam); 2. Carrie Lablanc (Suz); 3. Josie Swenson (Kaw); 4. Wendy Modiewski (Suz); 5. Michelle Bielen (Kaw).

AHRMA: 1. John Manford (Oss); 2. Ron Winget (Hon); 3. Brian Willens (Hus); 4. Randall Slezewski (Suz).

Sunday

P/W: 1. Brad Modjewski; 2. Patrick Profits; 3. Adam Willems; 4. Broc Stroebel; 5. Brian Glowacki.

WMN: 1. Shelly Kann (Yam); 2. Wendy Modjewski (Suz); 3. Josie Swenson (Kaw); 4. Kelly Schultz (Hon); 5. Michelle Bielen (Yam).

MINI JR: 1. Chad Johnson (Hon); 2. Wendy Modjewski (Suz); 3. Kelly Schultz (Hon); 4. Lance Wallace (Suz); 5. Shawn Miller (Hon).

MINI SR: 1. Gabriel Leonard (Yam); 2. Michael Kann (Yam); 3. Neil Modjewski (Suz); 4. Jeff Swenson (Kaw); 5. Nate Miller (Suz).

125 JR: 1. Shelly Kann (Yam); 2. Chad Liebergen (Hon); 3. Dale Neubauer (Yam); 4. Vincent Steger (Suz); 5. Ken Soulier (Suz).

125 A: 1. Eron Ezerins (Kaw); 2. Scott Nicoson (Suz); 3. Brad Jerominski (Kaw); 4. Eric Wedemayer (Suz); 5. Darter Busse (Suz).

125 B: 1. Todd Warner (Hon); 2. Shawn Tilden (Hon); 3. Andy Bowman (Kaw); 4. Chad Liebergen (Hon); 5. Keath Pusch (Kaw).

125 C-I: 1. Jason Seeley (Kaw); 2. Jesse Williams (Yam); 3. Ken Soulier (Suz); 4. Jeff Erickson (Hon); 5. Marc Ottenad (Kaw).

125 C-2: 1. James Oversen (Yam); 2. Nick Oman (Hon); 3. Brian Sisco (Kaw); 4. David Juen (Hon); 5. Steve Green (Hon).

250 A: 1. Eron Ezerins (Kaw); 2. Eric Wedemayer (Suz); 3. Brad Jerominski (Kaw);

250 B: 1. Chad Vancalster; 2. David Donahue; 3. Danny Phillips; 4. Jeff Blaha; 5. Troy Bruesewitz.

250 C-I: 1. Jeff Erickson; 2. Dale Nafzger; 3. Bryan Johnson; 4. Troy Thuemling; 5. Brian McCanna.

250 C-2: 1. Greg Becker; 2. Mike Gowe; 3. Kevin Hankerson; 4. Randy Mesker; 5. Bubba Bonders.

OPEN: 1. Jeff Wiedmeyer (Hon); 2. Tony Tamborino (Hon); 3. Jeff Lois (Hon); 4. Tom Moore (Yam); 5. Neil Foreman (Hon).

MSTR: 1. Jeff Melcher (Hon); 2. Bryan Hunt (Hon); 3. Tony Tamborino (Hon); 4. Jeff Wiedmeyer (Hon); 5. Mike Vandenplas (Yam).

VET A: 1. Dana Hunt (Yam); 2. Tom Dretzka (Kaw); 3. Roy Nafzger (Kaw); 4. Steven Swatscheno (Hon); 5. Brad Garland (Suz).

VET B: 1. Todd Hentz (Yam); 2. Doug Vanwinkle (Hon); 3. Devin Hankerson (Yam); 4. Judd Koenitzer (Yam); 5. Kaniel Glowacki (Hon).

SR: 1. Jerry Bumgardner (Hon); 2. Mike Collins (Kaw); 3. Mike Gaborsky (Hon); 4. Fritz Huebner (Yam); 5. John Meehan (KTM).

S/SR: 1. Bob Krah (KTM); 2. Terry Woosley (Hus); 3. Michael Gallagher (Yam); 4. Michael Micheli (Yam); 5. Dave Arva (Yam).

VINT: 1. Jim Ricci Jr. (Suz); 2. Dan Heindl (Hon); 3. Paul Oybul (Hon); 4. Dietman Cobian (Hon); 5. Peter Strains (Hon).

Collier, Buehl capture Action Sports Supercross finale

By David L. Patton Jr.

NELSONVILLE, OH, OCT. 9

Pro-Circuit riders Tommy Collier and Jeromy Buehl hammered out the overall wins in Pro class action at the final round of the 1993 Budweiser Supercross Series at Action Sports Supercross Park. Collier, backed by No Fear/Dr. Crankenstein/Oakley and Just North of Dayton, grabbed three of four moto wins.

Collier went down in the first turn of the first 125cc Pro class as Jason Stewart and Jason Rankin jumped out to a lead on the slippery race track. James Eickel, the 125cc Pro season champion, suffered poor starts and crashes, and spent the moto playing catch-up. Stewart crashed on the fourth lap, and Rankin took over the lead. Collier was the fastest rider on the track as he shredded his way through the field and took over second when Stewart fell. Collier trailed Rankin by four seconds as they started the last lap, but Collier caught a tiring Rankin and leaped past him over a double jump for the win. Stewart held on to third ahead of Eickel and Manul Arnold.

Collier led Stewart and Eickel through the first turn at the start of the second moto. Collier gradually opened up a lead. Eickel caught Jason Stewart, and when he tried to take an outside line to pass, he flipped over, falling way back. A mistake by Collier on lap three allowed Stewart to catch him, but Collier held on to the lead and took the win. Stewart bobbled on the last lap, giving Eickel second. Stewart held on to third ahead of Rankin and Arnold.

Jeromy Buehl was the favorite to win the 250cc Pro class, and the Sports Cycle Racing star grabbed the holeshot at the start of both motos, finishing 2-1 for the overall victory.

Results

50: 1. Willy Browning (Yam); 2. Cody Kovach (Yam); 3. Kyle Teel (Yam); 4. Christopher Whitcraft (Yam); 5. Christopher Robertson (Yam).

65: l. Brian Bartlett (Kaw); 2. David Whitcraft (Kaw); 3. Micky Marshall (Kaw); 4. Justin Weber (Kaw); 5. Kyle Teel (Kaw).

JR MINI: 1. Brian Bartlett (Yam); 2. David Whitcraft (Yam); 3. Eric Saylor (Kaw); 4. Justin Weber (Kaw); 5. Micky Marshall (Kaw).

SR MINI: 1. Brad Marlatt (Kaw); 2. Rob Welch (Kaw); 3. Rusty Haning (Kaw).

SCHBY : l. Wesley Boyd (Suz); 2. Mark Burkhart (Hon); 3. Eric Blacker (Hon).

125 C: 1. Scott Shafer (Suz); 2. Kevin Bennington (Yam); 3. Chuck Kilkenny (Suz); 4. Shane Meadows (Hon); 5. Jason Reffitt (Kaw).

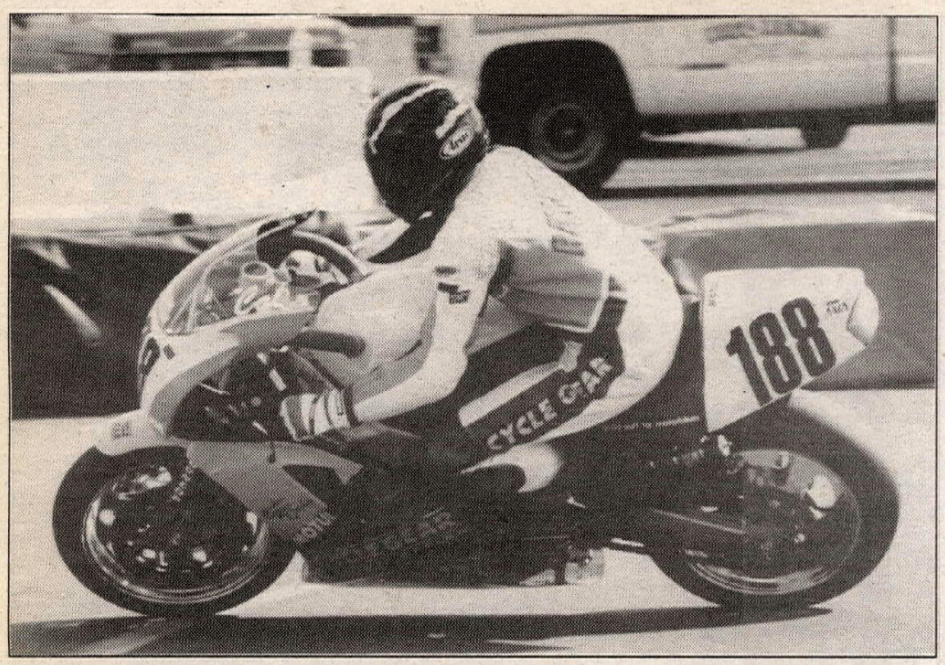
250 B: l. Walter Mahoney (Suz); 2. Ed Edwards (Yam).

250 C: 1. Wayne Bayha (Yam); 2. Kevin Bennington (Yam); 3. Ron Greenlee (Hon); 4. Rod Hook (Suz); 5. Scott Moore (Kaw).

OPEN B: l. Dave Hellyer (Kaw); 2. Dennis Brickles (Kaw); 3. Shaun Swisher (Hon); 4. Robert Clements (Yam).

30+: l. Greg Frye (Yam).

EVENTS



Cal Rayborn won the Formula Pacific class at Sears Point International Raceway.

125 PRO: l. Tommy Collier (Suz); 2. James Eickel (Hon); 3. Jason Stewart (Hon); 4. Jason Rankin (Yam); 5. Manul Arnold (Kaw).

250 PRO: 1. Jeromy Buehl (Yam); 2. Tommy Collier (Suz); 3. Mike Blair (Yam); 4. Mike Morgan (Yam); 5. Stevie Crowe (Suz).

Montano, Rayborn win season finale Sears Point Road Race

By Patrick E. Dickinson

SONOMA, CA, OCT. 10

In the fastest, closest race of the day, Cal Rayborn, Dave DeVeau and Geep Terranova put on a show in the Fromula Pacific class at the season-ending road race at Sears Point International Raceway, and when all was said and done, Rayborn came out on top.

After the first-lap crash of Mark McDaniels in turn two, the restart was one to watch. From the flag, Rayborn, DeVeau and Terranova flew their screaming bikes through the first, second and third turns. Out of turn six, the Cycle Gear-backed Kawasaki ZX7R of Rayborn was pulling a big lead on DeVeau. DeVeau passed Rayborn out of four with Terranova pressing the two riders. Through turn seven, all three were together, and in turn ten DeVeau went under Rayborn. Terrannova also got by before Rayborn could close the opening as DeVeau tried to get away.

On the last lap, DeVeau's tires started to give under his 1:47 times as he slid in turn six, and almost lost it in seven. Rayborn closed the gap through seven to less than a length with Terranova right behind him. Rayborn outbraked DeVeau, and the two raced side by side out of eleven and through the chicane. Rayborn won the drag race to the finish by inches over DeVeau with Terranova in third.

Tom Montano, Dave Francis, Brian Parriot and Kevin Holman battled for the win in the 600cc Super Street class. From the flag, Montano set a blistering pace. Into turn seven it was Montano pressed hard by Francis, who had passed Parriot for second. For the next two laps, Francis had to fight off Parriot in every turn and straightaway. Out of the chicane, Parriot set up and passed Francis to deal with the charging Holman. Parriot stalked Montano, looking for an opening, but Montano would not be denied. The checkered flag fell with Montano, Parriot and Francis finishing 1-2-3.

Results

250 PROD: l. Francis Mazur (Kaw); 2. Edward Ernst (Hon); 3. Kevin Smith (Kaw); 4. Gabriel Szalay (Kaw); 5. Antonio Nunez (Kaw).

VINT: l. Jim Neuenburg (Bul); 2. Charles Sexton (Bul); 3. Tommy Meyers (Bul); 4. John Fountain (BMW).

F-4: l. Rodney Fee (Hon); 2. Arnold Van Kempen (Hon); 3. Mike Mondo II (Hon); 4. Randy Speigel (Hon); 5. Andre Castanos (Hon).

F-S: l. David Vogel (Hon); 2. Bill Giltner (Yam); 3. Dan Cook (Yam); 4. Joe Pethoud (Hon); 5. Jason Weir (Yam).

F-T OPEN: l. Tom Aquino (Duc); 2. Kurt Sager (Duc); 3. James Coda (Duc); 4. Paul Orlandi (Duc); 5. Tom Terry (Duc).

OPEN S/STR: l. Roque Torres (Hon); 2. Mike Nissen (Hon); 3. Marcos Monasterios (Suz); 4. Jeff McCabe (Suz); 5. Greg Leopold (Yam).

650 TW: l. David J. Colbert (Hon); 2. Brad Nevins (Hon); 3. Jason Peterson (Hon); 4. Ken Baer (Kaw); 5. William Brinckerhoff (Hon).

600 S/STR: l. Thomas Montano (Hon); 2. Brian Parriot (Hon); 3. David I. Francis (Hon); 4. Kevin Holman (Hon); 5. Todd Hoeft (Yam).

750 S/STR: l. Nick Felli (Kaw); 2. Tim Blasquez (Suz); 3. Anthony Lupo (Suz); 4. Peter Deys (Suz); 5. Clarence Mulock (Kaw);

OPEN GP: l. Michael Ernest (Suz); 2. Darrell Clingerman (Yam); 3. Marcos Monasterios (Suz); 4. Dante D'Ambruoso (Yam); 5. Joe Zeimann (Yam).

F-2: l. Peter Wensloff (Yam); 2. Geep Terranova (Yam); 3. Jason Paden (Yam); 4. Christopher Waller (Yam); 5. Bobby Keith (Yam).

250 S/STR: l. Gary Jervis (Hon); 2. Steven Rapp (Hon); 3. Scott Elledge (Yam); 4. Joel Bloom (Suz); 5. Ken Cohen (Yam);

450 PROD: l. Guy Celestre (Yam); 2. Rosslyn Wells (Yam); 3. Paul Kellogg (Yam); 4. Mike Smith (Yam); 5. C. Kim Jester (Yam).

F-PAC: l. Calvin Rayborn II (Kaw); 2. Dave DeVeau(Suz); 3. Geep Terranova (Yam); 4. Peter Winsloff (Yam); 5. Nick Felli (Kaw).

450 S/STR: l. Todd Hoeft (Yam); 2. Robert Nunez (Yam); 3. Jaime Lynn (Yam); 4. Mike Smith (Yam); 5. Greg Sanders (Yam);

F-40: l. Denny Doherty (Hon); 2. Mark Ingalls (Yam); 3. Greg Leopold (Yam); 4. Paul Orlandi (Duc); 5. David Vogel (Suz).

F-1: l. Nick Felli (Kaw); 2. Gregory Prinsze (Yam); 3. Michael Riley (Hon).

750 PROD: l. James Randolph (Suz); 2. Dave DeVoue (Suz); 3. Tim Blasquez (Suz); 4. Anthony Lupo (Suz); 5. Peter Deyes (Suz).

OPEN PROD: l. David Stanton (Suz); 2. Thomas Montano (Hon); 3. Mike Nissen (Hon); 4. Jeff S. McCabe (Suz); 5. Greg Leopold (Yam).

600 PROD: l. Todd Hoeft (Hon); 2. Thomas Montano (Hon); 3. David I. Francis (Hon); 4. David Stanton (Suz); 5. Kevin Holman (Hon).

Kadlec cruises to Sand Hills Hare Scrambles win

By Roger Dowden

WALDEN, CO, OCT. 10

Veteran off-road warrior Fritz Kadlec returned to the site of his only National Hare Scrambles victory to score an upset win in the Second Annual Sand Hills Charity Hare Scrambles at Sand Hills State Park.

Had odds-makers been in attendance, the smart money would have been on young hot-shoes Jim Gray or Donnie Book, not on Kadlec, who retired from racing three years ago. The crack of the starter's pistol found the Yamaha-mounted trio of Book, Wayne Intermill and Gray leading the pack across the sand dunes. Gray moved to the point as the leaders entered the first tree section, but he crashed on logs hidden beneath fresh snow, turning the lead over to Book, who also crashed on the snow covered booby traps. In fact, the first lap turned into quite a melee for the A riders, with eight different riders taking a turn in the lead amidst a great deal of involuntary gymnastics.

Kadlec was in eighth, five minutes behind Gray, and was acquainting himself with the KX he had borrowed for the event. A strong charge by Donnie Book placed him at the front of the pack by the end of the second lap. He was followed by Emerson. Gray, Bila, Intermill and Kadlec. At this point, Kadlec pitted and exchanged his heavy winter gloves for some lighter riding ones.

"After I changed gloves, the bike felt twenty pounds lighter. I started flying," Kadlec said. During the third lap, Kadlec charged from sixth to first place. The youngsters weren't about to roll over and admit defeat, though, as Gray and Book came through the scoring lane right on the veteran's rear tire. Disaster struck Book, however, on the fourth lap when he ran head-on into a rider traveling backward on the course. He was forced to retire with an injured wrist. The battle remained intense between Kadlec and Gray. Kadlec maintained a 20-second lead through the fourth and fifth lap. Gray found a bit more speed on the sixth and final lap but was still ten seconds behind at the checkered flag. Rick Emerson put in a consistent ride, finishing third overall.

Results

O/A: 1. Fritz Kadlec (Kaw).

200 A: 1. Kevin Davis (Hon); 2. Dan Dailey (Kaw).

250 A: 1. Jim Gray (Yam); 2. Rick Emerson (Hon); 3. Brian Davis (Hon).

OPEN A: 1. Chris Willbanks (Hon); 2. Scott Stretch (KTM).

SR A: 1. Mike Bradshaw (KTM); 2. Jary Penny (Hus); 3. Jack Walton (KTM).

O/A B: 1. Ray Simpson (Hon).

200 B: 1. Dan Bowers (Kaw); 2. Greg Adams (Kaw); 3. Martin White (Yam).

250 B: 1. Brian Penny (KTM); 2. David Clason (Hon); 3. Bill Teideman (Suz).

OPEN B: 1. Keith Rholl (Hon); 2. Eric Esswein (KTM); 3. Terry McDowell (Hon).

SR B: 1. Roger Dowden (KTM); 2. Steve White (KTM); 3. Jim Mauckes (Kaw).

WMN: 1. Diane Kowardy (Yam).

Christensen quick at Willow Springs Road Race

By Eric Vincent

ROSAMOND, CA, OCT. 16-17

Peter Christensen fought off some tough competition to earn his second Budweiser/Toyota/Dunlop Formula One Grand Prix race victory this year during the 10th round of Willow Springs Motorcycle Club action at Willow Springs International Raceway.

Chuck Graves was quickest off the line in the F-1 event and put himself into the early lead followed by Christensen and Paul Harrell. At the end of the first lap, Harrell drafted Christensen down the front straight and moved around the outside of him, going through turn one to move into second. A lap later, at the same spot, Graves found himself suddenly pushed back into third after being passed by both Harrell and Christensen. The battle for the lead continued as Harrell, Christensen and Graves were dicing back and forth for the top position.

At the same time, a significant battle was shaping up for fourth place between Bruce Tebo and Jim Van Vegten. Going into this race, these two riders were separated by only one point in the F-1 class championship standings, and this event was critical for both in their pursuit of winning the title. As the riders started lap four, Tebo powered around the outside of Van Vegten in turn one, putting himself in fourth.

Meanwhile, Harrell was still leading the pack, but Christensen wasn't going to let him get away. Starting the sixth lap, Christensen dropped into the inside of turn one and passed Harrell. For the next six laps, Christensen proceded to slowly open the gap between himself and the rest of the field. In lap eight, the leaders encountered lapped traffic, and Christensen used that to his advantage to strengthen his lead. With only two laps remaining, Tebo was suddenly all over the tail of Graves, and in the fast, sweeping turn eight, he passed Graves on the outside of the turn, putting himself into third. At the same time, Christensen suddenly found his hold on the lead had slipped away, and he found himself back in second after being passed by Harrell.

On lap eleven, Christensen put himself back in the lead, but his hold on that spot was fragile as both Harrell and Tebo were just behind him and looking for every opportunity to get by. In turn eight, Tebo took a final shot at passing Harrell, but came up short. At the finish, it was Christensen with the win, Harrell in second and Tebo rounding out the top three.

Results

F-1: 1. Peter Christensen (Suz); 2. Paul Harrell (Suz); 3. Bruce Tebo (Suz); 4. Chuck Graves (Suz); 5. Nick Ienatsch (Yam).

F-2: 1. Jason Paden (Yam); 2. Nick Ienatsch (Yam); 3. Kent Kunitsugu (Yam); 4. Mike Montoya (Yam); 5. Mark McDonald (Yam).

F-3: 1. Kevin Murray (Hon); 2. Christopher Rogers (Hon); 3. Andre Castanos (Yam); 4. Lee Parks (Hon); 5. Davy Widjaja (Hon).

500 SS: 1. Brian Garbellini (Yam); 2. Daniel Equihua (Yam); 3. Guy Celestre (Yam); 4. John Reardon (Hon); 5. Maurice Marascio (Kaw).

600 SS: 1. Tim Tillman (Hon); 2. J. Andrew Milton (Hon); 3. Ritchie Thorup (Suz); 4. Wllie Burr (Hon); 5. Robbie Dowie (Hon).

750 SS: 1. Nick Ienatsch (Yam); 2. Anthony Lupo (Suz); 3. Walt Dorsch (Suz); 4. Koral Vaughn (Suz); 5. Bryan Jones (Suz).

OPEN SS: 1. Curtis Adams (Suz); 2. Derek McKesson (Suz); 3. Dean Vincent (Yam); 4. Orlando Pablo (Suz); 5. Chris Voelker Sr. (Hon).

550 S/BK: 1. Nick Ienatsch (Yam); 2. Dave Koskinen (Suz); 3. Frank Aragaki (Yam); 4. Daniel Equihua (Yam); 5. Brian Garbellini (Yam).

650 S/BK: 1. Walt Dorsch (Suz); 2. J. Andrew Milton (Hon); 3. Tim Tillman (Hon); 4. Robbie Dowie (Hon); 5. Ritchie Thorup (Suz).

750 S/BK: 1. Anthony Lupo (Suz); 2. Walt Dorsch (Suz); 3. Don Lemelin (Kaw); 4. Koral Vaughn (Suz); 5. Bryan Jones (Suz).

OPEN S/BK: 1. Bruce Tebo (Suz); 2. Peter Christensen (Suz); 3. Steve Moreno (Suz); 4. Dean Vincent (Yam); 5. Chris Voelker (Hon).

500 MOD PROD: 1. Daniel Equihua (Yam); 2. Brian Garbellini (Yam); 3. Guy Celestre (Yam); 4. John Reardon (Hon); 5. Dave Koskinen (Suz).

600 MOD PROD: 1. Tim Tillman (Hon); 2. J. Andrew Milton (Hon); 3. Ritchie Thorp (Suz); 4. Robbie Dowie (Hon); 5. Chris Weir (Hon).

750 MOD PROD: 1. Walt Dorsch (Suz); 2. Anthony Lupo (Suz); 3. Bryan Jones (Suz); 4. Koral Vaughn (Suz); 5. Michael Flickinger (Suz).

OPEN MOD PROD: 1. Steve Moreno (Suz); 2. Curtis Adams (Suz); 3. Derek McKesson (Suz); 4. Dean Vincent (Yam); 5. John Hilton (Hon).

H/W BOTT: 1. Mark Cruz (Duc); 2. Tom Aquino (Duc); 3. Larry Schnur (Duc); 4. Mick Ofield (Nor); 5. Willie Burr (Hon).

L/W BOTT: 1. David Colbert (Hon); 2. Dave Koskinen (Suz); 3. Jerry iirkovsky (Kaw); 4. Stephen Lill.iott (Hon); 5. Karl Goldshmidt (Hon).

VINT BOTT: 1. David Wheeler (Duc); 2. Scott Fabbro (Hon); 3. Bill Fennessy (Yam); 4. Chuck Sheldon (Hon).

500 SGL: 1. Kevin Johnson (Yam); 2. Jody Hendley (Yam); 3. Patrick Russell (Hon); 4. Scott Fabbro (Hon); 5. Kevin Dowhower (Yam).

600 SGL: 1. Franz Volpi (Yam); 2. Michael McNamara (Hon); 3. Mike Franklin (Yam).

F-SGL: 1. Kevin Johnson (Yam); 2. Bill Giltner (Yam) 3. Franz Volpi (Yam); 4. Steve Hill (Yam); 5. Jody Hendley (Yam).

F-40: 1. Dennis Smith (Suz); 2. Ronald Ringsrud (Hon); 3. Larry Schnur (Duc); 4. Joji Tokumoto (Hon); 5. David Molitor (Yam).

500 NOV: 1. Phil Niblack (Yam); 2. Rick Leal (Yam); 3. Tim Janes (Yam); 4. David Yamashiro (Yam); 5. John Adams (Kaw).

650 NOV: 1. Jimmy Olas (Yam); 2. Darrel Cherry (Hon); 3. Pierre Biscaichipy (Yam); 4. Guy Caruso (Yam); 5. Steven Allen (Hon).

OPEN NOV: 1. Keith Macbeth (Yam); 2. Bryce.Pennington (Suz); 3. Makoto Sullivan (Suz); 4. Luis Mora (Suz); 5. Manny Araiza (Suz).

Turlington tames Birch Creek Motocross

By Jay and Sharon Hauser

DANVILLE, VA, OCT. 16

Honda-mounted Brandon Turlington roosted away with a double-moto sweep of the 250cc B class at the Birch Creek motocross facility.

Turlington was able to grab the holeshot at the start of moto one and put the Kawasaki of Robbie Flynt between himself and the rider who would turnout to be his biggest threat, Randy Womack. Womack displaced Flynt before the end of the second lap and set his sights on Turlington. Womack got on the gas and cut into Turlington's 10-second lead but was not able to make up enough ground before the checkers came out, and his chance was gone. Flynt held on to round out the top three in moto one.

The second moto was a Turlington repeat as the pack rounded the first turn. This time it was Suzuki-mounted Danny Rich in pursuit of Turlington. Womack was working the tail end of the five front-runners but had no plans of staying there. Womack picked off Flynt and Rich in the same lap and went to work on Turlington's lead again. Womack was putting on a strong charge until lap five when he ran into trouble and dropped back to fifth, allowing Flynt and Rich to retake second and third place. The top three would remain the same to the finish. David Hobson had slipped his Yamaha past Womack and was fighting to keep Womack from remounting a charge. Hobson held on to the fourth spot in moto two relegating Womack to the fifth spot.

Barry Carsten rode his Montgomeryville Suzuki/MS/DG/Sunstar/Tusbaki/Arai/Scott/Castrol/Dunlop/KPS-sponsored machines to a moto victory in each Pro class along with dual runner-up spots in his other two contests to take home the overall wins in the 125 and 250cc Pro classes.

Results

50: 1. Chase Shumate (Yam); 2. Binny Orrell (Yam); 3. Tyler Shumate (Yam).

65: 1. Isha Wood (Kaw); 2. Chase Shumate (Kaw).

85 (7-11): 1. Jered Black (Suz); 2. Casey Barnes (Suz); 3. Bryan Weatherly (Kaw); 4. Travis West (Kaw); 5. Isha Wood (Suz).

85 (12-13); 1. Eric Barnes (Suz); 2. Josh Wood (Yam); 3. Micheal Neal (Kaw).

85 (14-15): 1. Ashley Bruce (Suz); 2. Chris Braim (Kaw); 3. Glen Landrum (Yam); 4. Chance Stewart (Yam).

SCHBY: 1. Jake Stanley (Kaw); 2. Davis Cranford (Suz); 3. Scott Beard (Suz); 4. Chap Harkrader (Suz); 5. Chris Anstead (Suz).

125 A: 1. Barry Carsten (Suz); 2. Steve Childress (Suz); 3. Jim Neese (Kaw); 4. Chad Lough (Suz); 5. Jim Chester (Yam).

125 B: 1. Brandon Turlington (Hon); 2. Ramsey Bulkeley (Hon); 3. Lee Williams (Kaw); 4. Davis Cranford (Suz); 5. Tim Terrell (Hon).

125 C: 1. Sidney Williams (Yam); 2. Myles Scavano (Suz); 3. Jeremy West (Hon); 4. John Horne (Hon); 5. Richard Hester (Kaw).

250 A: 1. Barry Carsten (Suz); 2. Chad Lough (Suz); 3. Jim Neese (Kaw); 4. Jamie Frazier (Yam); 5. Billy Cox (Yam).

250 B: 1. Brandon Turlington (Hon); 2. Robbie Flynt (Kaw); 3. Randy Womack (Suz); 4. David Hobson (Yam); 5. Danny Rich (Suz).

250 C: 1. Jeremy West (Hon); 2. Randall Rowe (Kaw); 3. Paul Blackwelder (Hon); 4. Freddie Lawson (Suz); 5. Todd Morgan (Hon).

UL: 1. Randy Womack (Suz); 2. Ramsey Bulkeley (Hon); 3. Sidney Williams (Kaw); 4. Danny Rich (Suz); 5. Chuck Green (Suz).

25+ A: 1. Jay Hauser (Suz); 2. Ricky Joyce (Suz); 3. Chucky Hicks (Hon).

30+ A: 1. Chucky Hicks (Hon); 2. Tim Wilkerson (Kaw); 3. Donnie Foster (Hon); 4. Gary Bailey (Kaw).

40+: 1. Gary Bailey (Kaw); 2. A.C. Bruce (Hon); 3. Mike Lo Picols (Hon); 4. Ed Quast (Suz).

25+ B: 1. Ed Santruck (Suz); 2. Lee Williams (Kaw); 3. Randall Rowe (Kaw); 4. Keith Hicks (Suz); 5. Sandy Fulk (Suz).

30+ B: 1. David Hobson (Yam); 2. Rob Racer (Yam); 3. Jeff Hooks (Suz); 4. Nick Allen (Suz); 5. Paul West (Hon).

OPEN B: 1. Todd Marshall (Hon); 2. A.C. Bruce (Hon); 3. Denny Prillaman (Kaw).

TRL RDR: 1. Frankie McKinney (Suz); 2. Robert Talbott (Yam); 3. Jerry Draper (Kaw); 4. David Holverton (Kaw); 5. Jimmy Long (Suz).

Davis dumps competition at Coleridge Short Track

By Gene Gilmore

COLERIDGE, NC, OCT. 17

Will Davis borrowed a bike and won the lion's share of the purse at the second Annual "Run What You Brung" flat track race at Coleridge Speedway.

Some of the best riders on the East Coast showed up to try for the $2000 purse. Riders came from as far as Maryland down through Georgia.

Mechanical gremlins showed no favorites as Davis stuck a valve on his 600 Rotax in practice and borrowed one of Paul Lynch's bikes, a CR250-powered machine, to ride in the main

David Rust (59) was the 250cc Expert class winner at the Carlsbad short track.

event. James Berry's 600cc Yamaha exploded, sending motor parts and hot oil flying in turn one.

Friends and rivals, Robert Lewis and Davis were on the starting grid with Davis in the pole position after he posted a scalding time of 14.79 seconds, the top four riders were turning 16-second lap times. When the green flag dropped, Davis grabbed the holeshot with Donnie Krusinski and Lewis in hot pursuit. Bringing up fourth place was John Nickens on his 500 cc Honda. Mitch Eaton got loose and went down in turn three causing several riders to get stuck in traffic. Meanwhile, Krusinski, Lewis Nickens chased Davis. Lewis put a move on Krusinski, making a spectacular pass to grab the second spot and the open line to Davis. Davis started to pick his way through the traffic, lapping riders as he headed for the checkered flag and victory. Lewis closed in for the kill but ran out of laps as Davis wheelied across the finish line for his second consecutive win at Coleridge Speedway. Lewis and Krusinski finished second and third, respectively.

Results

MAIN: 1. Will Davis (Hon); 2. Robert Lewis (Rtx); 3. Donnie Krusinski (Rtx); 4. John Nickens (Hon); 5. Paul Lynch (Rtx).

DuPree dazzles Carlsbad ST

By Jere Mayer
Photo by Suzzanne Voll

CARLSBAD, CA, OCT. 23

As the 1993 short track season came to a close at Carlsbad Raceway, John Dupree polished off the series with a win in the Open Expert and Open Vet classes while David Rust nabbed the title in the 250cc Expert class.

Dupree holeshot the Open Expert main. Responding quickly and closing the gap, David Pelton and Bob Gabler were on the gas and charging after DuPree. As the track got faster, the battle became more aggressive. By lap three, Pelton was working the track well and slid into turn three side by side with DuPree. Pelton opened the throttle and grabbed the lead. Pelton, DuPree and Gabler traded places several more times until Pelton pushed a little too hard and slid off of the groove, allowing DuPree and Gabler to take advantage and pass Pelton. At the checkered, it was DuPree for the win, Gabler second, and Pelton third.

Gabler grabbed the lead in the 250cc Expert main, and David Rust moved right in behind him. Jim Rust wheelied off the line in third. David Rust charged after Gabler just as he slid out, and the race was restarted. David Rust was ready and grabbed the holeshot. When Gabler slid out again on lap seven, there was yet another restart, this time single file. With just a few laps to go, Jim Rust and Gabler battled for second, while David Rust stretched his lead. Gabler tried sliding under Jim Rust, and also sliding high around him, but Gabler couldn't make a pass. When the checkered flag waved, it was David and Jim Rust with first and second. Gabler was third.

Results

OPEN EX: 1. John DuPree (Yam); 2. Bob Gabler (Yam); 3. David Pelton (Rtx).

250 EX: 1. David Rust (Suz); 2. Jim Rust (Yam); 3. Bob Gabler (Yam).

OPEN VET: 1. John DuPree (Yam); 2. David Pelton (Rtx); 3. Dennis Voll (Rtx); 4. Barry Mayer (Yam); 5. Jim Rust (Yam).

Poovey flies to win Wichita HM

By Frank H. Harrison Jr.

MESQUITE, TX, OCT. 10

Terry Poovey flew all night from Pomona, California, his "last" race before "retirement" from the AMA Grand National circuit to, put on a terrific show before his hometown crowd at Devil's Bowl Speedway

Although Poovey won his heat, the Dash for Cash, and the Expert main on his Texas Harley-Davidson-sponsored bike, it took a fierce battle with hometowner Charlie Orr.

Poovey fought off Orr in the heat race, going on for the win. The Dash for Cash saw Poovey, Mike Eadie and Johnson, go for the purse. First turn action saw Poovey with Eadie hot on his tail, but at the end of lap one it was Orr in second followed by Duvall, and the battle was on. Orr never let up the pressure on Poovey as Eadie and Duvall fought for third. Poovey won by four lengths over Orr, and Eadie.

Fifteen riders started the Pro main with Poovey leading Orr into turn one and the battle was on with Greg Teague, Clayton Hull, and Alan Eadie trying to decide third place. By lap three, the Poovey-Orr battle was elbow to elbow at times with Teague leading the rest of the pack a half-straightaway behind. On lap eight, Orr suddenly dropped out of sight with a six-inch gash in his tire, leaving Teague to rapidly close the gap on Poovey, but to no avail. At the flag it was Poovey, Teague, Hull, and Eadie.

Results

50: 1. Brian Barnhill (Yam); 2. Jeff Pizer (Yam); 3. Merle Williams (Yam).

60: 1. Chris Pizer (Kaw); 2. Bobby Shinn (Yam); 3. David Barnhill (Kaw).

80: 1. Jayson Tyer (Kaw); 2. Chris Gordon (Kaw); 3. Luke Garrett (Kaw).

250: 1. Mark Williams (Yam); 2. Rocky Curry (Yam); 3. Steve Nickok (Yam).

OPEN AM: 1. Joe Snyder (H-D); 2. Gerald Ray (H-D); 3. Steven Ray Mochols (H-D).

TEXAS SHOOTOUT: 1. Clayton Hull (H-D); 2. William Brock (H-D); 3. Ty Osborne (Hon).

PRO-AM: 1. Kurtus Taylor (H-D); 2. Jayson Thompson (H-D); 3. Tim Myers (H-D).

EX: 1. Terry Poovey (H-D); 2. Greg Teague (H-D); 3. Clayton Hull (H-D).

DFC: 1. Terry Poovey (H-D); 2. Charlie Orr (H-D); 3. Michael Eadie (H-D).

DINO: 1. Craig Breckton; 2. Leo Jovanovie; 3. Jeff Brown; 4. Jim Stovall; 5. Kent Chipman.

CLSSC (0-250): 1. Chris Baldwin.

CLSSC (500-750): 1. Neil Keen; 2. John Phillips; 3. James Henry; 4. Craig Breckton.

VINT MOD (0-250): 1. Donnie Warf; 2. Keller Crowley.

VINT MOD (251-600): 1. John Blackstock; 2. Gary Pettis; 3. Craig Breckton; 4. Rocky Fivecoat.

VINT MOD (601-OPEN): 1. Donnie Warf; 2. Neil Keen; 3. Bill Stephens; 4. Jon Rose.

Barker bests Mountain View Motocross

By Frank Wiersma

TUCSON, AZ OCT 16, 1993

Tim Barker had everything under control at the rain-soaked Mountain View Off-Road Raceway, winning both 250cc Novice motos and the first-place trophy.

Barker came out of the hole third behind Chris Jordan and Willie Giroir and remained there for two laps. After Giroir drove past Jordan at the bottom of Sunshine Hill, Barker did the same coming out of the whoops, leaving only Giroir between him and the lead. Barker took the lead less than half a lap later on the infield doubles and held it to the finish with Giroir holding second. Barker went on to post the win.

In the second moto, Barker again started in third position behind Jason Alegria and Jordan while Giroir was having the same problems in the hole as Alegria had in the first round. Barker made quick work of both leaders with Alegria holding second. Barker scored the win in moto two. Alegria's strong second-place finish gave him second overall. Sean Green came from way back to finish third ahead of Jordan and Giroir.

Jeff Piasecki, with the only Suzuki in the 125cc Intermediate class, took both motos.

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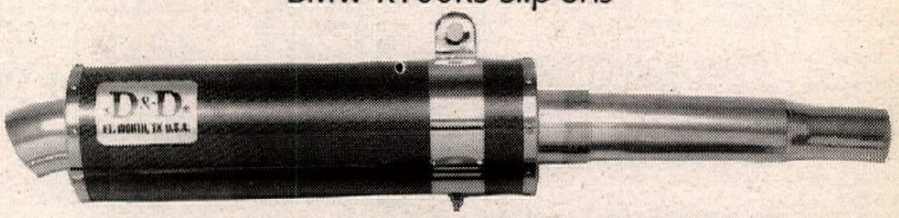

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Sun., Nov. 28	MX	L.A.C.R.
Sun., Dec. 5	MX	Starwest
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EVENTS

Greg Andrew (27) beat Kevin Townsend in the Mini Novice class at the LACR MX.

Jeremy Giroir got the holeshot in the first moto and was riding strong but lost it in the slick-faced whoops and went down hard. His bike stalled and he was out of it. Piasecki and Jim Wagner, now riding second and third, passed Tommy Maestes on the first lap. Wagner followed through and impressed the crowd by charging past Piasecki on the doubles and triples in front the stands. Piasecki regained the lead on the same lap and held it for the win.

In the second moto, Piasecki started in front and stayed there. Giroir was second but fell at the top of the hill. He recovered quickly to hold second place all the way. David Herbold started strong in third place but eventually succumbed to Wagner and Maestes, who finished third and fourth, respectively. Giroir's second-place finish was not enough to overtake Wagner and Maestes, who were second and third overall.

Results

50 BEG: 1. Tommy Shinn (Yam); 2. Kyle Rivera (Yam); 3. Wendy Jonon (Suz); 4. Heather Gamble; (Yam); 5. Estevan Moreno (Yam).

50 NOV: 1. Ronnie Gamble (Yam); 2. Michael Beaver (Yam); 3. Ranel Cox (Yam); 4. Chris Mayo (Yam); 5. Dennis Jonon (Yam).

50 MOD: 1. Ronnie Gamble (Yam); 2. Sean Shelton (Yam); Michael Beaver (Yam); 4. Ranel (Yam).

60 (0-8): 1. Chad Lambert (Kaw); 2. Josh Reed (Kaw); 3. Chris Mayo (Kaw).

60 (9-11): 1. Michael Blose (Kaw); 2. Nathan Rivera (Kaw); 3. Ryan Wilson (Hon); 4. Paul Burger (Kaw); 5. Andrew Moreno (Kaw).

60 MOD: 1. Nathan Rivera (Kaw); 2. Andrew Moreno (Kaw); 3. Nick Shaffer (Yam).

80 BEG: 1. Michael Blose (Hon); 2. Taylor Vanderpool (Yam); 3. Dustin Hamby (Suz); 4. Cory Pankow (Hon); 5. Jared Decker (Hon).

80 NOV: 1. Clint LaPlante (Suz); 2. Michael Sullivan (Suz); 3. Thomas Stuckey (Yam); 4. Jerry Wolf (Hon).

125 BEG: 1. Greg Brydle (Yam); 2. Rick Bently (Yam); 3. Shane Anderson (Hon); 4. Michael Jensen (Kaw); 5. Jerry Davis (Yam).

125 NOV: 1. Jared David (Suz); 2. Michael Weining (Hon); Richard Mequia (Hon).

125 INT: 1. Jeff Piasecki (Suz); 2. Jim Wagner (Hon); 3. Tommy Maestas (Hon); 4. Jeremy Giroir (Yam); 5. David Herbold (Yam).

250 BEG: 1. Ken Howden (Suz); 2. Jim Lamp (Hon); 3. Steve Somerville (Hon); 4. Adam Bode (Hon); 5. Shawn Dunne (Yam).

250 INT: 1. Jeremy Giroir (Yam); 2. Tim Widener (Hon); 3. Brian Highsmith (Yam); 4. Carey Kent (Yam); 5. Mike Calhoun (Kaw).

OPEN BEG: 1. Rob Dysinger (Hon); 2. Todd Scoggin (Hon).

SR NOV: 1. Willie Giroir (Yam); 2. Rocky Robling (Hon); 3. Carlos Almada (Kaw); 4. Steve Somerville (Hon); 5. Ron Harmon (Kaw).

80 T/LSS RDR: 1. Slade Farmer (Hon); 2. Gibs Caldwell (Yam); 3. Randy Comacho (Suz); 4. Don Shinn (Yam).

BIG T/LSS RDR: 1. Brian Barber (Kaw); 2. Kris Beeman (Hon); 3. Michael Burt (Hon); 4. Dustin Schaub (Kaw); 5. Jeffrey Hollingsworth (Kaw).

Tranchina trashes Woodland Motocross

By Chris Taylor

WOODLAND, WA, OCT. 16

Muddy race conditions after a night of drenching rains didn't stop 14-year-old Nuria Tranchina from claiming a first in both 80cc Beginner motos to win his class at Motocross Northwest's Pacific Coast Grand Championship Series finale at Woodland, Washington.

Though the one-mile track has a unique ability to absorb a lot of water due to its Mount St. Helens' ashey makeup, much of the course through towering pines remained mucky on race day. In the first round, Tranchina just made it to the gate in the last seconds of the two-minute warning because of a rescheduling of motos, but gained the lead before the first corner and maintained it for the win.

In the second moto, Washougal favorite Daniel Reude shared the holeshot with Tranchina, but Tranchina passed Ruede in the first turn. Chances for a perfect moto record for the series were nearly lost, however, on the fourth lap when Tranchina caught a rut and went down. Reude powered past, but on the last lap, with Tranchina gaining, Reude's front tire caught the same rut, and Tranchina went on to the checkered flag for the win.

Results

50: 1. Adam McDonald (Yam).

60 (6-8): 1. Tyler Fick (Kaw).

60 (9-11): 1. Greg Blackwell (Kaw); 2. Kelvin Schoen (Kaw); 3. Dillion Belodeau (Hon).

80 BEG: 1. Nuria Tranchina (Hon); 2. Dan Reude (Yam); 3. Greg Blackwell (Kaw).

80 JR: 1. Joe Pearson (Hon); 2. Kelvin Schoen (Kaw); 3. Michael Scheel (Yam).

80 INT: 1. Eric Williams (Kaw); 2. Travis Murphy (Yam); 3. Jason Hanson (Kaw).

S/MINI: 1. Eric Williams (Kaw); 2. Mike Storm (Yam).

125 BEG: 1. Witt Davis (Kaw); 2. Chris Kessel (Suz).

125 JR: 1. Brian Martin (Hon); 2. Kevin Hofenbredl (Suz); 3. Christopher Brown (Suz).

125 INT: 1. John Williams (Kaw); 2. Bob Melloy (Hon); 3. Eric Graves (Hon).

250 BEG: 1. Lance Lindsay (Hon); 2. Robbie Simmons (Yam); 3. Jeffery McClain (KTM).

250 JR: 1. Kevin Hofenbredl (Suz); 2. Jason Parks (Hon); 3. Dean Hartman (Yam).

250 INT: 1. John Williams (Kaw); 2. Brian Worthington (Hon); 3. Philip Johnson (Kaw).

125 PRO: 1. Forrest Transue (Hon).

250 PRO: 1. Forrest Transue (Hon).

OPEN BEG: 1. Brian Granberg (Hon); 2. Mike Nichols (Hon).

OPEN JR: 1. Sean Russell (Hon).

OPEN INT: 1. Michael Bren (KTM).

OPEN PRO: 1. Ron Sun (Hon).

WMN: 1. Sandy Johnson (KTM); 2. Debi Kirk (Kaw).

BTH: 1. Jason Parks (Hon).

UTH: 1. Mike Crader (Yam).

30-40 JR: 1. Andrew Wells (Yam); 2. Gary Smith (Hon); 3. Tom Granberg (Suz).

30-40 INT: 1. Tony Coca (Yam); 2. Bruce Issacs (Yam).

30-40 PRO: 1. Ron Sun (Hon); 2. Joe Casey (Yam).

OT NOV: 1. Larry Dameron (Hon).

OT AM: 1. Jim Brown (Suz).

OT EX: 1. J. Dave Merklin (Suz); 2. James Parks (Hon); 3. Terry Hamness (Kaw).

Andrew awesome at LACR MX

By Greg Robertson

PALMDALE, CA, OCT. 17

Greg Andrew came away the Mini Novice class winner after splitting moto wins with Jason Dubin during California Racing Club's Sunday motocross at Los Angeles County Raceway.

Chris Thompson had the quickest clutch hand and led Dubin and Shaun Mitchell through the first turn in moto one. Mitchell and Dubin quickly pounced on Thompson to set up their own battle for the top spot with one lap complete. Mitchell took a soil sample while Dubin stretched his lead over Thompson to 10 seconds.

Kevin Townsend, Dennis Wyman and Andrew were doing their best high-speed freight-train impression as the trio tore through the field to run in second, third and fourth place respectively, by the second lap. Wyman derailed himself, going down hard and dropping to sixth. Andrew was making life miserable for Townsend as he looked for a way to get a shot at Dubin, who was quickly disappearing. No one was going to come close to Dubin this moto as he greeted the checkered flag with nearly a 25-second lead. Andrew was still pressuring Townsend for second and got his break when a lapped rider forced Townsend off the track. Andrew cruised to the second place finish with Townsend holding off a last-lap charge from Mitchell for third.

Wyman and Dubin were side-by-side through the first turn with Wyman having the advantage as moto two got underway. Andrew wasn't wasting any time and flew around Mitchell in a high-speed sweeper to move into third. Andrew's next victim was Dubin as he out-jumped Dubin to move into second. Mitchell also got around Dubin, then squared off a turn underneath Andrew to move back into the runner-up position. With momentum on his side, Mitchell dove underneath Wyman in the following turn to grab the lead. Mitchell immediately pulled out a three-second lead on Andrew, who was now running second. Within a lap, Andrew closed to the back fender of Mitchell. During the next few laps Andrew repeatedly set Mitchell up for the pass only to have the door slammed on him. With time running out, Andrew hooked up in a turn and railed around Mitchell for the lead where he would stay until the finish. Mitchell held on for second place, but it was Dubin's 1-3 score that earned the second place trophy.

Results

P/W B-2: 1. Terminator Garcia (Yam); 2. Timmy McDaniel (Yam); 3. Anthony Sclafani (Suz); 4. Dillon Hime (Yam); 5. Jerry Noone (Suz).

P/W B-1: 1. Vincent Rhoads (Yam); 2. Troy Tittlemier (Yam).

P/W A: 1. Anthony Barbacovi (Yam).

P/W MOD: 1. Blake Mitchell (Yam).

60 BEG: 1. Joseph Neitzel (Kaw); 2. Anthony Barbacovi (Kaw); 3. Erick Stanton (Kaw).

60 (0-8): 1. Shane Smith (Kaw); 2. Blake Mitchell (Kaw); 3. Daryl Ecklund (Kaw).

60 (9-11): 1. David Moreno (Kaw); 2. Ty Renshaw (Kaw); 3. Kelly Renshaw (Hon).

MINI BEG: 1. Tyson Tittlemier (Suz); 2. Brent Lancaster (Kaw); 3. Jay Schreffler (Yam); 4. Justin Weber (Kaw); 5. Terry Stanton (Suz).

MINI NOV: 1. Greg Andrew (Yam); 2. Jason Dubin (Suz); 3. Shaun Mitchell (Kaw); 4. Kevin Townsend (Yam); 5. Dennis Wyman (Yam).

125 BEG: 1. Butch Gabriel (Suz); 2. Jamie Pamintuan (Suz); 3. Cody Metter (Kaw); 4. Tyler Buck (Kaw); 5. John Ostrander (Yam).

125 NOV: 1. Terrance Malan (Suz); 2. Clint Shepard (Suz); 3. Cory Sievers (Suz); 4. Tony Green (Kaw); 5. Michael Collier Jr. (Kaw).

125 INT: 1. Tracy Asher (Suz); 2. Mike Crosby (Kaw).

125 PRO: 1. Lex Malan (Suz); 2. Tony Sulek (Suz).

250 BEG: 1. Jake Gribbon (Yam); 2. Shane Metter (Kaw); 3. Chuck Wilkins (Yam).

250 NOV: 1. Bob Bottcher (Hon); 2. Brad Schultz (Suz); 3. Banny Battaglia (Hon); 4. David Barlow (Kaw); 5. Danny Bushey (Suz).

250 INT: 1. Mick Elsberry (Kaw); 2. Robbie Dunham (Yam); 3. John Keefer (Yam); 4. Tracy Asher (Suz); 5. Joe Lozano (Hon).

250 PRO: 1. Damon Huffman (Suz).

500 NOV: 1. John Tookey (Hon).

500 PRO: 1. Tony Sulek (Kaw).

JR VET BEG: 1. Kimo Ukauka (Hon); 2. Matt Woodward (Hon); 3. Joseph Arechiga (Yam); 4. Lee Saul (Cag); 5. Chris Williams (Hon).

JR VET NOV: 1. Mike Licitra (Kaw); 2. Ray Harp (Kaw); 3. Dennis Jaramillo (Hon); 4. Brian Alsobrook (Kaw).

JR VET INT: 1. John Keefer (Yam).

VET BEG: 1. Rick Hargrove (Yam); 2. Remy Pamintuan (Suz); 3. Michael Collier (Yam); 4. Tim Williams (Kaw); 5. Mike Ostrander (Kaw).

VET NOV: 1. Steve Schrobsdorf (Yam); 2. Ron Northrup (Suz); 3. Manny Del Campo (Kaw); 4. Joe Crouch (Kaw); 5. John Pinchard (Hon).

VET INT: 1. John Langhammer (Kaw); 2. Brian Renhshaw (Yam); 3. Karl Allen (Hon); 4. Leo Saul (Suz).

VET EX: 1. Randy Tittlemier (Suz).

SR NOV: 1. Chris Slick (Hon).

SR EX: 1. Ken Renaux (Yam).

Howe hauls at LACR MX

By Greg Robertson

PALMDALE, CA, OCT. 22

The temperature may have cooled off a little, but Maxima/Scott/O'Neal/Riders Choice- sponsored Scotty Howe was hot as he hammered out overall wins in both the Pee Wee A division and 60cc (0-8) class at California Racing Club's Friday night motocross at Los Angeles County Raceway.

Howe's toughest competition came from Chris Nihan in the Pee Wee class. Anthony Barbacovi secured the first-moto holeshot and quickly came under fire from both Howe and Nihan. Howe jumped past Barbacovi during their first lap on the track, but Nihan had to work a little harder. Barbacovi kept Nihan at bay until the middle of the race when Nihan was able to make a pass stick. Howe had a two-turn lead that quickly shrank to nothing once Nihan had a clear track. The two riders went at it head to head with Howe just edging out Nihan at the checkered flag for the win. Barbacovi finished third, a safe distance in front of Blake Margheim.

When the flag waved for the start of the second moto it was Nihan in command followed by Barbacovi and Howe. Howe swapped places with Barbacovi within the first lap and set out after Nihan. By lap two, Howe was dogging Nihan in every turn, looking for some daylight to make the pass. Lap after lap the two front-runners went at it, and it started to look like Nihan was going to collect the win. With the white flag out, Howe dug down a little deeper and came up with that little extra to slip past Nihan for a hard-fought moto and overall win. Barbacovi was on his way to another third place finish until a couple of laps from the end when he went down and handed third, and third overall, to Margheim.

Howe was untouchable in the 60cc (0-8) class as he turned a couple of holeshots into runaway victories. Howe nearly beat all the older 60cc (9-11) riders that were on the track at the same time. The (9-11) runner-up, Johner Faulkner, battled with Howe throughout both races, just edging him out at the checkered flag. Blake Mitchell finished a distant second in both (0-8) motos. Tim Buntin and Nihan swapped moto placings with Buntin coming out on top for third overall.

Results

P/W B-2: 1. Ryan Roybal (Yam); 2. Charles Messer (Yam); 3. Timmy McDaniel (Yam); 4. Aron Tomota (Yam); 5. Jame Jarbeau (Yam).

P/W B-1: 1. Justin Munyon (Yam); 2. Brett Mountain (Yam).

P/W A: 1. Scott Howe (Yam); 2. Chris Nihan (Yam); 3. Blake Margheim (Yam); 4. Anthony Barbacovi (Yam); 5. Clark Figueras (Yam).

60 BEG: 1. Blake Margheim (Kaw); 2. Johnathan Newman (Kaw); 3. Caleb Gosselaar (Kaw); 4. Anthony Barbacovi (Kaw); 5. Bradley Arnold (Kaw).

60 (0-8): 1. Scott Howe (Kaw); 2. Blake Mitchell (Kaw); 3. Tim Buntin (Kaw); 4. Chris Nihan (Kaw).

60 (9-11): 1. Christopher Gosselaar (Kaw); 2. Johner Faulkner (Yam); 3. J.J. Bonanno (Kaw); 4. Gerard Patin (Kaw).

MINI BEG: 1. Johner Faulkner (Yam); 2. Joe Mendoza (Kaw); 3. J.J. Bonanno (Kaw); 4. Ken Miesner (Suz); 5. Chaz Smith (Kaw).

MINI NOV: 1. Shaun Mitchell (Kaw); 2. Jason Webb (Hon); 3. Devin Seeger (Suz); 4. Todd Gosselaar (Yam); 5. Travis Smith (Yam).

MINI INT: 1. Christopher Gosselaar (Kaw).

125 BEG: 1. Brian Miller (Suz); 2. Leston Derrick (Kaw); 3. James Newman (Kaw); 4. Randy Enfinger (Suz); 5. Paris Davis (Hon).

125 NOV: 1. Chris Blanton (Suz); 2. Danny Guernsey (Kaw), 3. Cliff Cook (Yam); 4. Kevin Tarwater (Kaw).

125 INT: 1. Joe Ryan (Yam).

125 PRO: 1. Jimmy Lavorci (Kaw).

250 BEG: 1. Billy Lavorci (Kaw).

250 NOV: 1. Bobby Hall (Suz); 2. Ray Harp (Kaw).

500 NOV: 1. John Tookey (Hon).

JR VET BEG: 1. Steve Sagely (Yam); 2. Joe McDaniels (Suz).

JR VET NOV: 1. Ray Harp (Kaw).

JR VET INT: 1. Skip Godinez (Suz).

VET BEG: 1. Jerry Noone Jr. (Suz).

VEt NOV: 1. David Arnold (Hon); 2. Mark McCulloch (Kaw) 3. Rick Hargrove (Yam). 4. Dan Bernardino (Suz); 5. John Tookey (Hon).

VET INT: 1. Rodney Morrison (Suz); 2. Mark Reha (Hon); 3 Frank Bal (Hon).

SR INT: 1. Mike Jervey (Yam).

Beyer lands Eugene MX wins

By Clay Light

EUGENE, OR, OCT. 24

Honda-mounted Gary Beyer was among the select few double-class winners at round two of the Oregon State Motocross Championship Series at Eugene Raceway. Beyer won the combined Pro class and Up The Hill class.

The day's best racing action came in the Up The Hill/Before The Hill class. Beyer, the only 125 rider in the class, took command at the drop of the gate and rode flawlessly up front while Ryan Leach was trying in vain to get around Kawasaki rider Jeremy Harwood. It took Leach half the moto to get around Harwood, but once he did, he slashed Beyer's lead to a slim margin and spent the rest of the moto reeling him in.

With three laps to go, the order read Beyer, Ryan Leach, Harwood, Roby Leach and Chad Gilbert. That order would stand to the finish as Beyer rode a mistake-free race.

Moto two was also Beyer's from start to finish, but this time Ryan Leach got a much better start and challenged Beyer's every move. The two riders were never more than a bike length apart for the entire 20-minute moto, but Leach bobbled over the doubles and gave Beyer some breathing room on the final lap. Beyer picked up the Up The Hill win while Leach took the Before The Hill win. CN

Results

50 STK: 1. Jesse Duval (Yam); 2. Lindsey Duval (Yam); 3. Jordan Kauffman (Yam); 4. Lenny Hill (Yam); 5. Kody Bryant (Yam).

50 MOD: 1. Ryan Barnes (Yam); 2. Ricky Gunderson (Yam); 3. Nick Lachapelle (Yam); 4. Lee Duval (Yam); 5. Casey Duval (Yam).

60 (6-8): 1. Randy Pekarek (Kaw); 2. Ricky Gunderson (Kaw); 3. Clayton Kayser (Kaw); 4. Brandon Lachapelle (Kaw); 5. Carl Bryant (Hon).

60 (9-11): 1. Derek Walkowski (Kaw); 2. Adam Woods (Kaw); 3. Robert Childers (Yam).

80 BEG: 1. Dusty Hill (Kaw); 2. James Ruppel (Suz); 3. Dustin Woods (Kaw): 4. Curtis Luato (Yam); 5. Josh Milligan (Suz).

80 JR: 1. Matt Williams (Yam); 2. Rodney Blanton)4. Joshua Ruebesam (Hon).

80 OPEN: 1. John Meusling (Yam); 2. Mike Gamby (Yam) 3. Dustin Woods (Kaw); 4. Levi Kasper (Kaw); 5. Amy Light (Kaw).

125 BEG: 1. Rodney Blanton (Suz); 2. Glenn Pabtholt (Suz); 3. Michael Smith (Kaw); 4. Eric Anderson (Suz); 5. Scott LaDow (Hon).

125 JR: 1. Richard Reubesam (Hon); 2. Butch Isaacson (Hon); 3. Russ Robbins (Hon); 4. Steve Bailey (Kaw); 5. Rob Fabrich (Kaw).

125 PRO/INT: 1.Gary Beyer (Hon); 2. Jon Kauffman (Hon); 3. Kirk Ridgley (Kaw).

250 BEG: 1. Dan Kaufman (Hon); 2. Ernie Gage (Kaw); 3. Tate Short (KTM); 4. Jerry Breaux (Yam); 5. Brad Rogers (Hon).

250 JR: 1. Randy Larkins (Kaw); 2. Chad Gilbert (Hon) 5. Dale Cheney (Yam); 4. Charles Standeford (Hon): 5. Dave Huerta (Suz).

250 INT: 1. Ryan Leach (Suz); 2. Jeremy Harwood (Kaw); 3. Corey Tennant (Hon); 4. Kirk Ridgley (Kaw); 5. Robert Breaux (Hon).

PRO: 1. Roby Leach (Hon).

OPEN: l. Mike Storm (KTM); 2. Tod Colvin (Hon); 3. Glynn Higgins (KTM); 4. Ken McClaren (Suz); 5. Tyler Spencer (Kaw).

BTH: 1. Ryan Leach (Suz); 2. Jeremy Harwood (Kaw); 3. Rick Jonas (Hon); 4. Chad Gilbert (Hon): 5. Tom Berry (Yam).

UTH: 1. Gary Beyer (Hon); 2. Terry Davis (Suz); 3. Butch Isaacson (Hon).

30-40 JR: Scott Olsen (Hon); 2. Dan Kauffman (Hon); 3. Glynn Higgins (KTM); 4. John Ryan (Yam); 5. Jay Laudigan (Hon).

30-40 INT: 1. Gary Rost (Hon); 2. Mike Storm (KTM); 3. Dave Cheney (Yam).

30-40 EX: 1. Ron Milligan (Suz).

30-40 PRO: 1. Jamie Claassen (Kaw); 2. Steve Presley (Hon).

WMN: 1. Christy Jackson (Kaw); 2. Jessica Childers (Yam; 3. Amy Light (Kaw).

50+: 1. Charles Standeford (Hon); 2. Spence Hollinger (Hon); 3. Cliff Kobernick (5uz).

OT MNY: 1. Steve Presley (Hon); 2. Bob Leach (Hon).

OT INT: 1. Monte Foster (Kaw); 2. Walt Call (Yam); 3. J.R. Meusling (Yam).

OT JR 1. Pat Brown (Kaw) 2. Paul Reyes (Kaw); 3. Randy Layne (KTM).

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

3/27	Eastern Creek, Australian
4/10	Shah Alam, Malaysia
4/24	Suzuki, Japan
5/8	Jerez, Spain
5/22	TBA
5/29	TBA
6/12	TBA
6/26	Assen, Holland
7/10	Mugello, Italy
7/24	Donington Park, England
8/21	Brno, Czechoslovakia
9/11	Laguna Seca, United States
9/25	Rio de Janeiro, Brazil
10/2	Buenos Aires, Argentina
10/16	Barcelona, Spain

World C'ship Superbike Road Race Series

11/7	Mexico City, Mexico
5/1/94	Donington Park, England
5/8	Monza, Italy
5/22	Albacete, Spain
5/29	Estoril, Portugal
6/12	Misano, San Marino
6/19	Hockenheim, Germany
7/17	Osterreichring, Austria
8/7	Anderstorp, Sweden
8/21	Johor, Malaysia
8/28	Sugo, Japan
9/11	Assen, Holland
9/18	Spa-Franchorchamps, Belgium
10/16	Mexico City, Mexico
10/23	Buenos Aires, Argentina

AMA Grand Nat'l C'ship Series

3/12/94	Daytona, FL
4/23	Sacramento, CA
5/1	San Jose, CA
5/7	*Bakersfield, CA
5/14	Pomona, CA
5/29	DuQuoin, IL
6/4	Mineralwells, WV
6/18	Dallas, TX
6/25	Lima, OH
7/2	*Harrisburg, PA
7/9	Lake Odessa, MI
7/16	Hagerstown, MD
7/23	*Sedalia, MO
7/30	Oklahoma City, OK
8/7	Peoria, IL
8/10	Rapid City, SD
8/13	Denver, CO
8/20	Indianapolis, IN
8/27	Mineralwells, WV
9/4	Springfield, IL
9/10	Castle Rock, WA
9/17	Sacramento, CA
9/25	San Jose, CA
10/1	*Bakersfield, CA
10/8	Pomona, CA
10/16	*Del Mar, CA

*Tentative
Info 614/891-2425

AMA Camel Supercross Series

1/15/94	Orlando, FL
1/22	Houston, TX
1/29	Anaheim, CA
2/5	San Diego, CA
2/12	Tampa, FL
2/26	Atlanta, GA
3/12	Daytona Beach, FL
3/19	Indianapolis, IN
3/26	Charlotte, NC
4/9	Pontiac, MI
4/16	Minneapolis, MN
4/23	Irving, TX
5/7	Seattle, WA
6/4	San Jose, CA
6/11	Las Vegas, NV

Info 614/891-2425

AMA 125/250cc Nat'l C'ship MX Series

3/6	Gainesville, FL
5/22	Southwick, MA
5/29	Mt. Morris, PA
6/19	Sacramento, CA
7/3	Buchanan, MI
7/10	Budds Creek, MD
7/17	New Berlin, NY
7/31	Troy, OH
8/7	Millville, MN
8/14	Washougal, WA
8/28	Binghamton, NY
9/4	Delmont, PA

Info 614/891-2425

AMA Nat'l C'ship Road Race Series

3/8-13/94	Daytona Beach, FL
3/25-27	Phoenix, AZ
4/8-10	Pomona, CA
4/22-24	Braselton, GA
5/20-22	Monterey, CA
6/10-12	Elkhart Lake, WI
6/17-19	Loudon, NH
6/15-17	Lexington, OH
6/29-31	Brainerd, MN
8/19-21	Sonoma, CA

AMA Nat'l C'ship Hare Scrambles Series

11/7 Wickenburg, AZ
Info 614/891-2425

AMA Wiseco/Yamaha/ Dunlop Nat'l Cross Country Series

11/14 Greeneville, TN
Info 304/594-1157

AMA Suzuki Dual Sport Trail Ride Series

11/26-28 L.A. to Barstow to Las Vegas
Info 614/891-2425

AMA/CCS C'ship Cup Series

12/12 SF W. Palm Beach, FL
Info 704/684-4297

AMA Mid-South C'ship Winter Hare Scrambles Series

11/7	Manington, KY
11/21	Hurricane Mills, TN
12/5	Lynnville, IN
1/9/94	Bremen, GA
1/23	Tupelo, MS
2/6	Centerville, TN
2/20	Hohenwald, TN
3/6	Greenville, KY
4/17	Fordsville, KY

Info 615/331-1475

AHRMA Southeastern MX Series

11/3 Holiday Downs, GA
Info 715/842-9699

AHRMA West Regional Series

11/7 Tulare, CA
Info 805/832-1955

ECEA C'ship Enduro Series

11/14 Warren Grove, NJ
Info 609/657-6338

NETRA C'ship Enduro Series

11/7	Stafford, CT
11/21	W.Warren, MA

NETRA C'ship Turkey Run Series

11/7	Berlin, MA
11/28	Plympton, MA
12/12	Plympton, MA

Info 203/875-5757

NESC C'ship Motocross Series

3/27/94	Middleboro, MA
4/3	Southwick, MA
4/10	Middleboro, MA
4/17	Middleboro, MA
4/24	Southwick, MA
5/1	Middleboro, MA
5/8	Central Village, CT
5/15	Southwick, MA
5/29	Lewiston, ME
5/30	Lewiston, ME
6/5	Middleboro, MA
6/12	Southwick, MA
6/19	Central Village, CT
6/26	Southwick, MA
7/3	Lewiston, ME
7/4	Lewiston, ME
7/17	Southwick, MA
7/24	Middleboro, MA
7/31	Southwick, MA
8/7	Middleboro, MA
8/13	Lewiston, ME
8/14	Lewiston, ME
8/21	Central Village, CT
8/28	Southwick, MA
9/4	Lewiston, ME
9/5	Lewiston, ME
9/11	Southwick, MA
9/18	Middleboro, MA
9/24	Lewiston, ME
9/25	Lewiston, ME
10/2	Central Village, CT
10/9	Southwick, MA
10/16	Middleboro, MA
10/23	Southwick, MA
10/30	Middleboro, MA
11/6	Middleboro, MA

Info 413/772-0685

NMRA Drag Racing Series

11/20 Palmdale, CA
Info 805/944-5454

ProStar Drag Racing Series

11/12-14 Gainesville, FL
Info 609/768-4624

SERA Enduro Series

11/7 Maplesville, AL

SERA Hare Scramble Series

TBA	Coushata, LA
TBA	Jonesboro, LA

FTR C'ship Enduro Series

1/16/94	Charleston, SC
3/13	Ocala, FL
5/1	Olustee, FL
5/29	Richloam, FL
6/12	Daytona, FL

Info 407/264-0559

FTR C'ship Hare Scrambles Series

11/13-14	Ocala, FL
12/4-5	Lake Wales, FL
1/8-9/94	Ocala, FL
1/29-30	Bradenton, FL
2/5-6	Ft. Myers, FL
3/5-6	TBA, FL
3/19-20	Orlando, FL
4/9-10	Ocala, FL
5/14-15	Titusville, FL

Info 407/264-0559

SETRA C'ship Enduro Series

11/7	Maplesville, AL
1/16/94	Charleston, SC
1/30	Wedgefield, SC
3/6	Pelion, SC
3/13	Palatka, FL
3/27	Lenoir, NC
5/1	Olustee, FL
5/22	Maxeys, GA
5/29	Richloam, FL

Info 205/872-4286

SETRA C'ship Hare Scramble Series

11/14	Bulls Gap, TN
12/5	Dallas, GA
12/12	Cochran, GA
1/9/94	Maxeys, GA
2/6	Willington, SC
2/20	Holly Hill, SC
4/3	Piney Woods, GA
4/17	Dallas, GA
4/30	Charlotte, NC
5/15	Maxeys, GA

Info 706/468-1328

LISC Motocross Series

11/6	Bridgehampton, NY
11/20	Bridgehampton, NY

Info 516/728-7727

Virginia C'ship Hare Scrambles Series

11/7 Surry, VA
Info 804/255-4620

Sabine Enduro Circuit

11/7 Muenster, TX
Info 903/845-3553

Grans Prix de Baja Series

11/20 San Felipe Gran Prix
San Felipe, B.C., MEX
Info 818/340-5750

LaPlaya MX GP Series

12/5 Rosarito, B.C., MEX
Info (001-52-661) 22525

ADRA Int'l Desert Racing Series

11/6-7	TBA, AZ
12/4	Sonoyta, MEX

Info 602/252-1900

MTEG Off Road Race Series

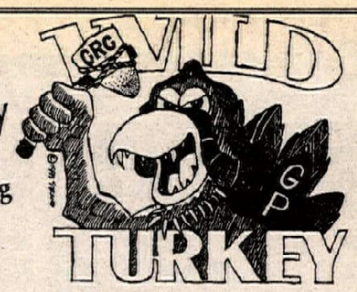
11/6 San Francisco, CA
Info 714/938-4100

Oklahoma Cross Country Assn. Series

11/7 Oklahoma City, OK
Info 405/386-6088

CRC Membership Not Required

Sun., November 14, 1993
Los Angeles County Raceway
Palmdale, CA
Free Overnight Camping
(Must be in by 9:00)
DON'T MISS IT!



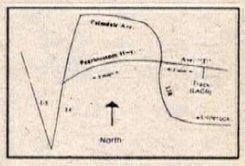
7:00 A.M.	Gates Open
8:00 AM	Parade Lap
8:30 AM	60cc - 80cc
9:30 AM	Decade,Vintage, Jr,Vets (+25)
10:30 AM	Old Timers
11:30 AM	All Beg.
12:30 PM	Parade Lap
1:00 PM	CRC Vets (+30 & +40)
2:00 PM	Nov.,Int.,Pro.
3:00 PM	Team Race

PEE WEE's on a modified track
Practice 9:00 AM / 1st Moto 10:00 AM
2nd Moto 11:00 AM

EACH CLASS
RACE 45 MIN.
20% TROPHIES
SUPERB FINISHER PINS
CASH TO PROS

GATE FEE	$10.00
MAIL ENTRY	$25.00
POST ENTRY	$30.00

Sand Track with Pavement
Practice 9 am to 2pm Saturday MX Track $12.00
D-37/CMC/GFI/AMA/NMA cards honored Nov. 13
Mail entries and two (2) legal size self addressed , stamped envelopes (SASE)
CALIFORNIA RACING CLUB
37045 Ran Dr., Palmdale, CA 93550



1994 CRC Membership Available
For info call (805) 272-8889
CRC CALIFORNIA RACING CLUB

L.A. SLEEVE CO.
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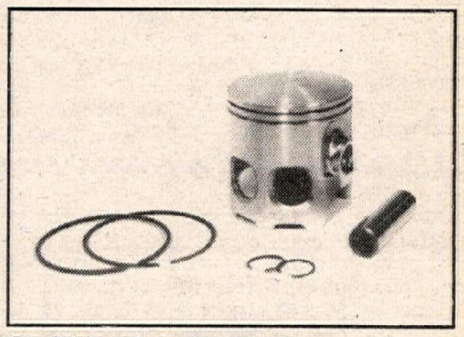
GENUINE RACING PARTS

HI-PERFORMANCE PISTONS
MX/ATV
MANUFACTURED IN JAPAN

High performance race style pistons manufactured from special high-silicon aluminum alloys.

Piston kits supplied with rings, circlips, wrist pin. For leading makes and models, see your dealer.



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Dealers call or write for your free catalog and decals

District #37 Referee
Jesse Ellico
(818) 303-1177
Or For Race Info Only
(310) 376-1329

On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Presence of a parent or legal guardian is required for minors to race.

Competition Schedule

Date	Club	Event
Nov. 21	Central Coast M.A. Location: Ballinger Canyon Info: Peter (805) 541-1741	Enduro
Nov. 27	So Cal M.C. Location: Lucerne Valley Info: John (818) 337-4911	Hare & Hound
Dec. 4&5	Prospectors M.C. Location: California City Info: George (818) 332-1573	Gran Prix
Dec. 12	Dirt Diggers M.C. Location: Red Mountain Info: Jim (310) 679-5094	Hare Scrambles

Dual Sport Schedule
Info (818) 249-2141

Date	Club	Event
Nov. 13&14	Mojave Adventures: "Indio 150" Start: Indio, 1-10 & Dillon Rd. Info: Dave (619) 251-2477	Dual Sport
Nov. 26&27	D-37 LA-Barstow-Vegas Start: Colton, CA Info: Joe/Stacey (310) 826-7656	Dual Sport

County of Santa Clara, CA
MOTORCYCLE PARK
- 600 acres containing over 20 miles of beginner to advanced trails.
- Watered and groomed motocross and ATV tracks.
- Novice/beginner motocross and oval tracks.
- Two combined motorcycle and ATV tracks.
- Paved parking and shaded picnic sites.
- Park visitor center with exhibits and replacement parts sales.

For more information call: (408) 226-5223

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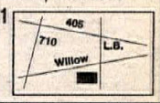
90 RM125 (New)	$1,975.00*
91 RM125 (New)	$2,495.00*
92 RM125 (New)	$2,799.00*
90 RM250 (New)	$2,495.00*
91 RM250 (New)	$2,695.00*
92 RM250 (New)	$2,999.00*

ATVS

93 LT80 (New)	Call
91 LT-F160 (New)	$1,995.00*
92 LT-F160 (New)	$2,195.00*
93 LT-F160 (New)	Call

* Plus Fees

Long Beach Suzuki Kawasaki
2441 Long Beach Blvd., Long Beach, CA 90806
(310) 427-8941



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The ride you've been waiting for.

GLEN HELEN

Sun., Nov. 7	CRC MX and Open MX Practice
Sat., Nov. 13	Sand Drags
Sun., Nov. 21	SRA GP
Sun., Nov. 28	GHR Championship MX Series #3
Sun., Dec 5	Double Cross GP

No MX Practice Nov. 13 & 14

Track Watered and Prepped

Thurs.	Open MX Practice Two Tracks 8 a.m. to Dusk GP Track Re-Prepped From 1pm-2pm
Sat.	Open MX Practice Two Tracks GP Track - 8:00 a.m. to 12:00 p.m. MX Track - 8:00 a.m. to 5:00 p.m. Except Sand Drag or MTEG Weekends
Sun.	Open MX Practice 8:00 a.m. to 5:00 p.m. on MX Track Except Sand Drag or MTEG Weekends

INFO: (909) 880-1733

GLEN HELEN Presents...

GHR CHAMPIONSHIP MOTOCROSS SERIES

No Membership Required — Top 10 At Series Qualify For Finals! — 100% Pro Payback

4 EVENT SERIES
Sept. 26 Qualifier #1
Oct. 24 Qualifier #2
Nov. 28 Qualifier #3
December 19
CHAMPIONSHIP FINAL

Over $40,000 In Season Passes To Be Given Away At Dec .19 Finals

Must Enter A Series Race To Qualify For Finals

Pass Give Away

MSR

SCHEDULE
GATES OPEN AT 6:30 A.M.
Practice: 7:30 a.m. - 8:30 a.m.
Riders Meeting: 8:45 a.m.
RACING BEGINS 9:00 A.M.
• 6 Riders Make A Class
• Pee Wees Race On Separate Track

Race Day Entry.....$25
Gate Fee.....$10

Contact: Joel Smith (909) 880-3090

Overnight Camping Available

TY DAVIS Says THANKS to the sponsors who helped me out during the 68th ISDE in Holland:

Team Green Kawasaki
Xtreme
FMF
LR Racing
Endura
Maxima
Race Tech
Terrycable
Acerbis
CTI
Answer Products
Pro Taper Handlebars
Alumalite Sprockets
Kevco/Stubbs
Varner Racing
C. Schmidt Construction
Cycle Gear

and Thanks to Dave Chase, a terrific chase rider.

Thanks, also to these sponsors who helped me out in 1993:

Dunlop Tires
Rocket Rex Racing
MMF
Shoei
Sidi
BLT Tuning
IMS
Multi Air
U.S. Tsubaki
Smith
Braking Brake Systems
Mouseworks
PC-1 Vent System
Curtis Sparks 4-Strks
Wide Open Racing
N-Style Numbers
Howard & Sons Motorcycles
Color Crazy
John Burr Cycles
Victorville Suzuki Kawasaki
G.P. Sabilizers
Link Racing

My Mechanic: Dave Bombard

And for my downhill mountain bike racing: Foes Fab Fully Suspended Mountain Bikes and Pro Forks

White Brothers

Veteran's World Championship Motocross
November 6 & 7
Perris Raceway
Info: 714-692-3404

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NOW OVER -30- DESIGN AND TESTING PROGRAMS
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Old Timers MX Association Race Schedule

Sun., Nov. 14 LACRW. G.P. CRC
Sun., Nov. 21 Edwards MX CRC
Sun., Nov. 28 LACRW MX CRC

For Information Call (714) 633-9503

DOUBLE CROSS RACING
Nov. 14 G.P. Sunrise
Dec. 5 G.P. Glen Helen
INFO: (714) 371-6333

GFI RACING (909) 371-3434

Sat., Nov 6	White Bros. World Vet MX C'Ship	Perris
Sun., Nov 7	White Bros. World Vet MX C'Ship	Perris
Sun., Nov. 14	1993 GFI Fall Series - Round 3	Perris
Sun., Nov. 21	1993 GFI Fall Series - Round 4	Perris

A RIDER FOR THE RIDERS

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(714) 855-1602
(310) 868-8112
P.O. Box 46
NORWALK, CA 90650
National Motosport Association

SRA GP California Schedule

Members — Non Members

November 21
Glen Helen

Info (714) 957-2985

MOTOWEST RACING ENT. (408) 238-8208

Sun., Nov. 7	Rnd. 8 - Hi-Point	Metcalf Park
Sun., Nov. 21	Rnd. 9 - Hi-Point	Metcalf Park
Sun., Nov. 28	Rnd. 10 - Hi-Point	Hollister Hills S.R.V.A.
Sun., Dec. 5	Rnd. 11- Hi-Point	Metcalf Park

GFI - MOTOCROSS

ATA C'ship Observed Trials Series

11/28 Lucerne Valley, CA
Info 213/259-6631

Southeastern Trials Riders Assn. Series

11/13-14 Belvedere, TN
Info 615/842-8288

Nor Cal YSR C'ship Series

11/7 Sacramento, CA
Info 916/722-5517

CMRRA YSR Road Race Series

11/14 Palomar, CA
12/11-12 Perris, CA
Info 909/674-2007

WRA Road Race Series

11/6-7 Bakersfield, CA
11/20-21 Las Vegas, NV
Info 209/723-9454

Northern NV Dealer MX Challenge Series

11/7 Carson City, NV
Info 702/267-4392

WSMC Road Race Series

11/20-21 Rosamond, CA
12/18-19 Rosamond, CA
1/15-16/94 Rosamond, CA
2/19-20 Rosamond, CA
3/19-20 Rosamond, CA
4/16-17 Rosamond, CA
5/14-15 Rosamond, CA
6/18-19 Rosamond, CA
7/16-17 Rosamond, CA
8/20-21 Rosamond, CA
9/17-18 Rosamond, CA
10/15-16 Rosamond, CA
11/19-20 Rosamond, CA
12/17-18 Rosamond, CA
Info 805/256-1234

NOVEMBER

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

DECEMBER

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

• Denotes Pro Payback

Fri, Nov 5

CALIFORNIA MOTOCROSS
CRC Night MX, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.
DELAWARE MOTOCROSS
Delaware Motor Sports, Inc., Deaford Speedway, Seaford. Info: 302/335-4386.
NORTH CAROLINA SHORT TRACK
Dixieland Speedway/Red, Elizabeth City. Info: 919/335-7412 or 804/489-2797.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.

Sat, Nov 6

ARKANSAS SHORT TRACK/TT
•West Siloam Spring Speedway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
CALIFORNIA MOTOCROSS
Racing Ent., Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
CALIFORNIA OFF-ROAD
• MTEG Stadium Off-Road Racing Series, Candlestick Park, San Francisco. Info: 714/938-4100.
FLORIDA SHORT TRACK
Bay County Speedway, Youngstown. Info: 904/784-4787.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info: 813/986-4950.
FLORIDA MINI MOTOCROSS
Mini Cycle C'ship Round 4, Orlando MX Park, Orlando. Info: 407/568-2271.
FLORIDA MOTOCROSS
ProSport USA, Orlando MX Park, Orlando. Info: 407/568-2271.
IOWA SHORT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
KENTUCKY MOTOCROSS
• Edmonson County MX Raceway, Elizabethtown. Info: 502/286-8334.
NEW YORK MOTOCROSS
• LISC Series, Bridgehampton Motorsports Park, Bridgehampton. Info: 516/728-7727.
UTAH DESERT RACING
USRA Grand Prix, Jericho. Info: 801/572-6251.

Nov 6-7

CALIFORNIA VETERAN MOTOCROSS
White Bros. World Veteran MX C'ship, Perris Raceway, Perris. Info: 909/371-3434.
CALIFORNIA HILL CLIMB
NAHA/Skips at Carnegie, National, Carnegie SVRA, Tracy. Info: 510/455-1318.
CALIFRONIA POKER RUN
La Rana Desert Racing, Toys For Tots, Barstow. Info: 619/252-1197 or 702/897-7769.
CALIFORNIA ROAD RACING
WRA Series Round 7, Bakersfield. Info: 209/723-9454.
FLORIDA SUPERCROSS/MOTOCROSS
West Florida MX Park, Milton. Info: 904/994-2884 or 623-6038.

Sun, Nov 7

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info: 205/477-6848.
ALABAMA ENDURO
SETRA 24th Annual Gobbler Getter Enduro, Maplesville. Info: 205/872-4286 or 205/872-0619.
ARIZONA MOTOCROSS
• GFI AZ/AVDRA, Phoenix Raceway Park, Whitmann. Info: 602/437-5411.
CALIFORNIA DIRT TRACK
WSDRA, 3/8-mile, high-banked track. Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA SPEEDWAY
WSDRA. Speedway, practice, race 1/10 m. Willow Springs Raceway, Rosamond. Info: 818/360-6258, Hotline: 377-9679.
CALIFORNIA MOTOCROSS
Over the Hill Gang, Barona Oaks, Ramona. Info: 909/789-7179.
CALIFORNIA MOTOCROSS
Motowest Racing/ HiPoint Series Round 8, Metcalf M/C Park, San Jose. Info: 408/223-8168 or 637-2073.
CALIFORNIA MOTOCROSS
CRC, Glen Helen OHV Park, San Bernardino. Info: 909/880-1733.
CALIFORNIA MINI ROAD RACING
AMRRA, Adams Kart Track, Riverside. Info: 310/516-8666.
CALIFORNIA SCRAMBLES
• AMA/D-36, Northern CA C'ship Rough Scramble Series, Stockton Fairgrounds, Stockton. Info: 209/838-3200.
CALIFORNIA MINI MOTOCROSS
CMMC, Borona Raceway, Ramona. Info: 619/561-9016.
CALIFORNIA HARE SCRAMBLES
Dirt Diggers North, 22nd Annual Lilliputian Hare Scrambles, Prairie City SVRA Park, Prairie City. Info: 916/962-3760.
CALIFORNIA MOTOCROSS
AHRMA West Regional MX Series, Tulare Cycle Park, Tulare. Info: 805/832-1955.
CALIFORNIA MARATHON
Sand Hill Ranch, Brentwood. Info: 209/524-7013.
CALIFORNIA SHORT TRACK
WSDRA, Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CONNETICUT ENDURO
NETRA C'ship Series, Black & Blue, Stafford. Info: 203/875-5757.
FLORIDA MOTOCROSS
Maxima Marathon Day, Pro Sports USA, Orlando MX Park, Orlando. Info: 407/568-2271.
FLORIDA MOTOCROSS
Reeves Promotions, County Line Raceway, Ona. Info: 813-751-2116.
GEORGIA MOTOCROSS
GA State C'ship Series, Hillbilly Hills MX, Roberta. Info: 912/788-0413.
ILLINOIS SWAP MEET
J & P M/C Parts Extravaganza, International Amphitheatre, Chicago. Info: 319/462-6011.
INDIANA MOTOCROSS
Grand Prix. Haspin Acres Motor Park, Laurel. Info: 513/353-3555.
IOWA TRIALS
All Iowa Trials Riders Assoc., Amboy Trail Ranch, Newton. Info: 515/792-0207.
KANSAS MOTOCROSS
KMSA, Great Bend. Info: 913/842-8272 or 316/792-7513.
KENTUCKY HARE SCRAMBLE
Eagle Creek M/C Park, Owenton. Info: 606/472-3442.
KENTUCKY MOTOCROSS
Daniel Boone MX Park, Winter Fun Race, London. Info: 606/877-1364.
KENTUCKY HARE SCRAMBLE
AMA Mid-South C'ship Winter Series, Manington. Info: 615/331-1475.
MASSACHUSETTS DUAL SPORT
NETRA, Wachsett Dual Sport, Berlin. Info: 203/875-5757.
MISSOURI HARE SCRAMBLES
AMA Nat'l C'ship Series, Missouri Mudders, Flat River. Info: 314/447-0141.
NEW JERSEY MOTOCROSS
• Powerline Park, New Egypt. Info: 908/752-7305.
NEW YORK HARE SCRAMBLES
D-34, Tri State Motor M/C Club, Lembo Lark Park, Modena. Info: 914/564-4814.
NEW YORK SPEEDWAY
Champion Speedway, Owego. Info: 607/625-2894 or 607/723-2387.
NORTH CAROLINA MOTOCROSS
• Fall Series Wilkes Co. MX Park, Lenoir. Info: 704/758-4342 or 919/921-2322.
NORTH CAROLINA MOTOCROSS
Silver Creek MX, Morganton. Info: 704/584-0776.
OHIO MOTOCROSS
CRA, Amherst Meadow M/C Club, Amherst. Info: 216/988-9100.
OHIO HARE SCRAMBLES
CRA, Broken Spokes, New Philadelphia. Info: 216/339-9265.
OHIO SWAP MEET
Eastwood Expo Center, Youngstown. Info: 216/967-1152.
OKLAHOMA MOTOCROSS
RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
OKLAHOMA MOTOCROSS
Muskogee. Info: 918/683-0585.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6, Flying Dutchmen M/C Club, Pine Grove. Info: 717/345-6340 or 345-8734.
SOUTH CAROLINA MOTOCROSS
AMA/D-29, SC State C'ship, Hammer n Hank Promotions, Camp Coker Motorsport Park, Society Hill. Info: 803/378-4700.
TENNESSEE ARENACROSS
3rd Annual TN State Arenacross C'ship Series, Paris/Henry County Fairgrounds, Paris. Info: 901/642-0511.
TENNESSEE MOTOCROSS
• AMA/Christiana Raceway, Christiana. Info: 615/896-3245.
TENNESSEE MOTOCROSS
I-40 Motocross, Lenoir City. Info: 615/573-5425 or 615/986-1617.
TEXAS ENDURO
Sabine Curcuit, Red River Enduro, Muenster. Info: 903/845-3553 or 903/928/2117.
VIRGINIA HARE SCRAMBLES
VA C'ship Series, Surry 100, Surry. Info: 804/483-8039 or 488-6315.

Fri, Nov 12

NORTH CAROLINA SHORT TRACK
Dixieland Speedway/Red, Elizabeth City. Info: 919/335-7412 or 804/489-2797.

Nov 12-14

FLORIDA DRAG RACING
Prostar World Finals, Gainesville Raceway, Gainesville. Info: 609/768-4624.
MEXICO DUAL SPORT
Team Dual Dogs/Baja Expeditions, Baja 1000 Dual Sport Ride, Start/Finish at Hacienda Santa Veronica, Tecate, B.C. Info: 818/701-1913.

Sat, Nov 13

ARIZONA MOTOCROSS
CMC AZ,Western Honda Copper State Classic Round 6, Thrasherland, Phoenix. Info: 602/863-1028.
ARKANSAS SHORT TRACK/TT
• West Siloam Spring Speedway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
CALIFORNIA MOTOCROSS
Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
CALIFRONIA SAND DRAGS
Glen Helen OHV Park, San Bernardino. Info: 909/880-1733.
CALIFORNIA ENDURO
AMA/D-36/Training Wheels Enduro/CA Enduro Riders Assn. Tahoe Nat'l Forest, Foresthill. Info: 510/651-4908.
FLORIDA MOTOCROSS
MX Fall Series, Orlando MX Park, Orlando. Info: 407/568-2271.
FLORIDA SHORT TRACK
Bay County Speedway, Youngstown. Info: 904/784-4787.
FLORIDA MOTOCROSS
Dade County Raceway, Dade City. Info: 813/986-4950.
IOWA SHORT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
OHIO MOTOCROSS
AMA District 11, Dirt Country - Shannon King. Blanchester. Info: 513/791-8970.
OREGON VINTAGE SCRAMBLES
Vintage Dirt Racing Northwest. Washington MX track, Woodland. Info: 503/254-6520.

CALENDAR

Nov 13-14

CALIFORNIA DUAL SPORT
AMA/D-37, Mojave Adventures, Indio. Info: 619/251-2477.
FLORIDA HARE SCRAMBLES
FL Trail Riders C'ship Series, Ocala. Info: 407/264-0559.
OREGON MOTOCROSS
Curry County Fairgrounds, Indoor MX, Gold Beach. Info: 800/525-2334 or 503/247-4541.

Sun, Nov 14

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info: 205/477-6848.
ARIZONA MOTOCROSS
• GFI AZ, Mountain View Raceway, Tucson. Info: 602/437-5411.
CALIFORNIA GRAND PRIX
CRC, Wild Turkey GP, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
GFI, Sand Hill Ranch, Brentwood. Info: 209/524-7013.
CALIFORNIA HARE SCRAMBLE
AMA/D-36 2+2 Racing Team, Shaads Resort, Wilseyville. Info: 510/828-0410.
CALIFORNIA MINI ROAD RACE
CMRRA, Amago Raceway, Palomar. Info: 909/674-2007.
FLORIDA MOTOCROSS
Reeves Promotions, County Line Raceway, Ona. Info: 813/751-2116.
GEORGIA MOTOCROSS
GA State C'ship Series, Macon. Info: 912/788-8227.
MARYLAND MOTOCROSS/HARE SCRAMBLES
AMA/D-7 &13, Budds Creek MX Park. Info: 301/475-2000.
NEW JERSEY ENDURO
ECEA C'ship Series, Warren Grove. Info: 609/657-6338.
NEW JERSEY MOTOCROSS
• Powerline Park, New Egypt. Info: 908/752-7305.
NEW YORK SPEEDWAY
C'ship Speedway, Owego. Info: 607/625-2894 or 607/723-2387.
NORTH CAROLINA MOTOCROSS
• Fall Series, Wilkes Co. MX Park, Lenoir. Info: 704/758-4342 or 919/921-2322.
NORTH CAROLINA MOTOCROSS
N.A.M.E. Rolling Hills Cycle Park, Reidsville. Info: 919/342-4492.
NORTH CAROLINA MOTOCROSS
D-29, East Bend Speedway, East Bend. Info: 919/699-3629.
OHIO HARE SCRAMBLE
AMA District 11, Athens M/C club. Athens. Info: 614/592-1692.
OHIO HARE SCRAMBLE
CRA, Proffer Promotions, Big Valley Raceway, East Palestine. Info: 216/538-2220.
OHIO HARE SCRAMBLE
Sunset Ramblers M/C of Galion, Galion. Info: 419/562-6931 or 419/683-3102.
OHIO SWAP MEET
Veterans Memorial Building East Hall, Columbus. Info: 216/967-1152.
OKLAHOMA MOTOCROSS
RBH, Inc. GNC Regional, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6 C'ship, Flying Dutchmen M/C, Pine Grove. Info: 717/345-6340 or 345-8734.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info: 803/757-4226.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info: 615/573-5425 or 615/986-1617.
TENNESSEE MOTOCROSS
• AMA/Christiana Raceway, Christiana. Info: 615/896-3245.
TENNESSEE HARE SCRAMBLE
SE&TRA Volunteer Hare Scramble, Bulls Gap. Info: 615/623-6024.

Fri, Nov 19

NORTH CAROLINA SHORT TRACK
Dixieland Speedway/Red, Elizabeth City. Info: 919/335-7412 or 804/489-2797.

Nov 19-21

NEVADA ARENACROSS
• On Trac Events, Reno Livestock Event Center, Reno. Info: 702/267-4392.
ALABAMA MOTOCROSS
County Line Raceway, Vance. Info: 205/477-6848.
ARKANSAS SHORT TRACK/TT
• West Siloam Spring Speedway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
CALIFORNIA MOTOCROSS
Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
CALIFORNIA SHORT TRACK
SCFTA, Glen Helen Speedway, San Bernardino. Info: 714/956-0556.
CALIFORNIA DRAGS
• NMRA, Los Angeles County Raceway, Palmdale. Info: 805/944-5454.

Sat, Nov 20

ARKANSAS SHORT TRACK/TT
• West Siloam Spring Speedway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
CALIFORNIA MOTOCROSS
Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info: 813/986-4950.

Nov 20-21

ARIZONA MOTOCROSS
Western Honda Copper State Classic, Canyon Raceway, Phoenix. Info: 602/863-1028.
CALIFORNIA TRIAL
AMA/PITS Vintage Beginner Trial, Mammoth Bar OHV Area, Auburn. Info: 209/293-4768.
CALIFORNIA ROAD RACE
• Willow Springs M/C Club, Willow Springs Raceway, Rosamond. Info: 805/256-1234.
NEVADA ROAD RACING
WRA, Round 8, Las Vegas. Info: 209/723-9454.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info: 813/986-4950.
IOWA SHORT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
NEW YORK MOTOCROSS
LISC, Bridgehampton MX Park, Bridgehampton. Info: 516/728-7727.
OHIO MOTOCROSS
AMA District 11, Dirt Country - Shannon King, Blanchester. Info: 513/791-8970.
TEXAS MOTOCROSS
Nite MX, Goodtimes MX Park, Natalia. Info: 210/663-6419 or 521-2069.

Sun, Nov 21

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info: 205/477-6848.
CALIFORNIA GRAND PRIX
SRA, Glen Helen OHV Park, San Bernardino. Info: 909/880-1733.
CALIFORNIA DIRT TRACK
WSDRA, 3/8-mile, high-banked track. Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA MOTOCROSS
CRC, Edwards AFB. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
Over the Hill Gang. Sunrise Cycle Park, Adelanto. Info: 909/789-7179.
CALIFORNIA MINI MOTOCROSS
CMMC, Barona Raceway, Ramona. Info: 619/561-9016.
CALIFORNIA MOTOCROSS
CMC, Riverfront Park, Marysville. Info: 916/695-2727.
CALIFORNIA OFF-ROAD
SDCSCI/D-38 C'ship Series Race 13, El Centro. Info: 619/427-5759.
FLORIDA GRAND PRIX
Pro Sports USA , 1st Annual Gator Country GP, Orlando MX Park, Orlando. Info: 407/568-2271.
GEORGIA HARE SCRAMBLE
S.E.T.R.A., Michael Grizzle. Dahlonega. Info: 706/864-5814.
INDIANA HARE SCRAMBLES
Haspin Acres Rec. Mtr Park, Laurel. Info: 317/698-2420 or 513/874-8400.
KENTUCKY MOTOCROSS
Daniel Boone MX Park, London. Info: 606/877-1364.
MASSACHUSETTS ENDURO
NETRA C'ship Series, Quabog, W. Warren. Info: 203/875-5757.
MINNESOTA SWAP MEET
J & P Promtions, St. Paul Civic Center, Roy Wilkens Auditorium, St. Paul. Info: 319/462-6011.
NEW YORK SPEEDWAY
Championship Speedway, Owego. Info: 607/625-2894 or 607/723-2387.
NORTH CAROLINA MOTOCROSS
• Wilkes Co. MX Park, Fall Series, Lenoir. Info: 704/758-4342 or 919/921-2322.
NORTH CAROLINA MOTOCROSS
Silver Creek MX, Morganton. Info: 704/584-0776.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.
OHIO HARE SCRAMBLE
CRA, Mansfield MC Club, Manfield. Info: 419/524-1347.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
OKLAHOMA MOTOCROSS
Muskogee. Info: 918/683-0585.
TENNESSEE MOTOCROSS
Ky/Tn MX Assn. T-N-T MX Park, Milan. Info: 901/987-3029.
TENNESSEE MOTOCROSS
• AMA/Christiana Raceway, Christiana. Info: 615/896-3245.
TENNESSEE HARE SCRAMBLES
AMA/Mid-South C'ship Winter Series, Lorretta Lynn's. Info: 615/331-1475.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

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1993 AMA 750 Super Sport Champion
Britt Turkington - *Yoshimura R&D*
1993 AMA 600 Grand National Dirt Track Champion
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RESULTS

Motocross Missouri State Championship Final Results Oct. 25 By Jerry Sharp

50
Melissa Alyea
Patrick Myers
Jon Still
Adam Carey
60
Jeremy Wright
Chris Graham
Lalo Marino
Tommy Hartzfeld
80 (0-11)
Jeremy Wright
Tommy Hartzfeld
Chris Graham
Lalo Marino
80 (12-13)
Lloyd Sweet
Aaron Storey
Jason Russell
Jake Lauber
80 (14-16)
Casey McDowell
125 BEG
Chad Mathewws
Randy Brown
Mark Hughes
Dennis Helt
125 NOV
Brian Hennigar
Thad Wilson
Mike Ross
125 INT
Josh Beckett
Donnie Fox
Keith Friebe
Mike Forkner
250 BEG
Joe Thompson
Shuan Steward
Rob Ruble
Tony Ross
250 NOV
Casey Haynes
Phillip Brooks
25+ NOV
Jim Shaddox
Rick Adams
Harold Nutter
30+ NOV
Rick Adams
Steve Smith
Don Duessler
Harold Nutter
30+ INT
R.D. Peterson
Mike Forkner

Motocross Sacramento Raceway Sacramento, CA Oct. 15 By Jennifer Trimp

80 BEG
Terry Biel Suz
Justin Carr Kaw
Eddie Marsalla Suz
Cory Bunse Kaw
Ryan Fennie Suz
125 BEG
Rick Rodriguez Hon
Troy Kenzy Yam
Mike Miller Hon
Wesley Masterson Hon
Steven Brazil Suz
125 JR
Patrick Winters Suz
Duston Lunde Suz
Terry Biel Hon
VET BEG
Bob Mitchell Hon
Kirk Dunn Hon
Ken Breneisen Suz
Jay Bernardi Hon
Jerry Tucker Suz
INT
Viktor Bolsee Hon
Ken Breneisen Suz
Mark Olmstead Suz
250 JR
Jeremy Cade Suz
500 AM
Andrew Mynatt Hon
Greg Kurtzer Kaw

Motocross OTHG Perris Raceway Perris, CA Oct. 23-24 By Kyle Parsons

BEG
Steve Zimmerman
Jay Moley
Brian Holliman
John Curren
Tim Whisnat
NOV
Bob Sullivan
Doug Moore
Ronald Garner
Scott Wallace
John Rizzo
INT D-1
Hajime Shogase
Ralph Collins
David Stelter
Dan Townsend
Gene Johnson
INT D-2
Joseph Crouch
Doug Truhn
Carlos Johnston
Jeff Marquez
Danny Lowers
EX
Rick Richards
David Lynch
Marc Crosby
Mark Howard
Brian Allen
PRO
John Nielsen
Mark White
Gary Doggett
Steve Rawson
Jerome Gibson
SUP
Dennis Turner
Mark Clark
Greg Pierce
Mat Wallace
Chris Woodcock

Dirt Track WSDRA Willow Springs Raceway Rosamond, CA Oct. 17 By Donna Stern

250 PRO-AM
Dave Rust Suz
Dave Ehrhart Kaw
Guy Duckett Hon
500 PRO-AM
A.J. Herrera Yam
Dave Erhart
Johnny Johnson Yam
Douglas Lee Hon
Stan Williams Yam
600 PRO-AM
Dave Pelton Rtx
Mark Ledbetter W-R
Jeff Morrison Hon
Koji Sato Hon
750 PRO OPEN
Eddie Dodge H-D
Andy Dodge H-D
Bart Dodge H-D
VINT
Dave Rust Yam
Dan Dowding Yam
Rick Brewer BSA
Eddie Dodge Ind
Mike Andrews Tri

Motocross NESC Southwick, MA Oct. 3

85 BEG
Jean Boutin Suz
Jody Galemba Kaw
John Carroll Kaw
Marc Zwick Kaw
Matt Boron Kaw
85 JR
Ben McCarthy Suz
Travis Gulla Suz
Dan Pepoon Suz
Jamie St. Don Yam
Bill Torello Kaw
85 ADV
David Umhoefer Yam
Mike Umhoefer Yam
Ben McCarthy Suz
Travis Gulla Suz
Dan Pepoon Suz
125 BEG
Corey Neumann Kaw
Jean Boutin Kaw
David Peters Hon
James Mahoney Hon
Zachary Beaudoin Yam
125 NOV
William Guzic Suz
Frank Korella Kaw
Rick Henry Hon
Randy LaPlante Hon
Jeff Hotchkis Suz
125 JR
William Guzic Suz
Brent McIntyre Suz
Bryan Cournoyer Kaw
Bob Boord Hon
James Colella Kaw
125 AM
Pat Outericky Hon
Ted Moneghan Hon
Matt Bennett Hon
Rich Frank Hon
Mike Miceli Kaw
125 ADV
Jason Boron Kaw
Pat Outericky Hon
Jim Brothers Kaw
Matt Tramblay Kaw
Henry Komosa Suz
125 EX
Tony Lorusso Yam
Pat Barton Suz
Bill Dzielak Hon
Ted D'Onofrio Yam
Todd Richotte Suz
200 NOV
Frank Halligan Yam
Matt Pagnori Kaw
Kurt Coraimer Suz
Darrell Szlachetka Kaw
Dustin Schaller Kaw
200 AM
Scott Almeida Suz
Ed Gardner Yam
Mike Psaledas Suz
Charles Morin Suz
Dean Onners Suz
200 EX
Bill Dzielak Hon
Pat Barton Suz
Tony Lorusso Yam
Carl Vaillancourt Suz
Joe Mikalson Hon
OPEN NOV
Marco Dube Suz
Frank Halligan Yam
Kurt Cormier Suz
John Sweeney Kaw
Tim Dube Hon
30+ EX
Joe Mikalson Hon
Don Grahn Yam
Wemyss Scott Yam
Jim Meenan Yam
Tim Teves Hon
35+ EX
Don Grahn Yam
Jim Meenan Yam
Tim Thomson Yam
David Clemence Hon
Nick Duprey Suz
30+ JR
Tom Landry Suz
Steve Nowlan Hon
Keith Streib Kaw
Russell House Kaw
Mark Dubel Yam
35+JR
Joe Sohl Yam
John Bryant KTM
Doug Pomeroy Hon
Jim Simone Kaw
Don Parsons Yam
40+
Ron Vincent Yam
Joe Ferrini Yam
Dan Boone Sr. Kaw
Lou Colon Kaw
Ralph Louttit Suz
30-39+ BEG
Jon Ganzer Hon
Paul Barbour
Sean Hitzenbuhler Hon
Mike Forget Yam
John Peterson Hon

Motocross Albany Supercross Albany, OR Oct. 19 By Deanna Holbrook

50 STK
Philip Ehnat Yam
Kevin Dixion Itj
Jordon Kauffman Itj
Jesse Duval Yam
Lindsey Duval Yam
50 MOD
Kyle Harris Kaw
Ryan Barnes Yam
Brandon Lachappelle Yam
Philip Ehnat Yam
Ricky Gunderson Yam
60 JR
Kyle Harris Kaw
Randy Pekarek Kaw
Ricky Gunderson Yam
Cory Bryant Yam
Jared Werline Kaw
60 SR
Derek Walkoski Kaw
Adam Woods Kaw
Robert Childers Yam
80 BEG
Dusty Hill Kaw
Curtis Luoto Yam
Levi Kasper Kaw
Dustin Woods Kaw
Jared Logan Hon
80 JR
Matt Williams Yam
Cody Garvin Yam
Josh Ruebesam Hon
Mike Gamby Yam
Brian Mcmorris Kaw
80 INT
Eric Williams Kaw
MINI OPEN
Eric Williams Kaw
John Neusling Yam
Cody Garvin Yam
Levi Kasper Kaw
Caleb Kauffman Kaw
50+
Dick Stidham Kaw
Gene Chittim Hon
Randy Layne KTM
Nate House Hon
Cliff Kobernik Suz
WMN
Susan Smith Kaw
Deanna Holbrook Hon
Christina Jackson Kaw
Jessica Childers Yam
125 BEG
James Whisler Hon
Glenn Prestholt Suz
Emily Norton Yam
Jason Colby Kaw
Erik Anderson Suz
125 JR
Richard Ruebesam Hon
Sean Richardson Hon
Robb Fabrick Kaw
Butch Isaacson Hon
Russ Robbins Hon
125 INT
Jessy Williams Hon
John Williams Hon
Ryan Terlecki Hon
Eric Graves Hon
Gary Terlecki Hon
125 PRO
Ryan Huffman Kaw
Dan Moore Suz
250 BEG
Rodney Tryon Yam
Dan Kauffman Hon
Ernie Gage Kaw
Todd Kronberger Suz
Paul Meusling Hon
250 JR
Dave Huerta Suz
David Hampton Yam
Rick Walling Yam
David Cahney Yam
Shane Scarborough Hon
250 INT
Ryan Leach Suz
Cory Fuller Yam
John Williams Hon
Jeremy Harwood Hon
Eric Rogers Hon
250 PRO
Ryan Huffman Kaw
Roby Leach Hon
500 BEG
Glynn Higgins KTM
Chad Huston Kaw
Dan Brock Yam
500 JR
Walter Smith Kaw
Mike Storm KTM
BTH
Ryan Leach Suz
Cory Fuller Yam
Jessy Williams Hon
Dan Moore Suz
Kirk Ridgley Kaw
UTH
Terry Davis Suz
Butch Isaacson Hon
Monte Hill Suz
30-40 JR
David Hampton Yam
Steve Jackson Hon
Glynns Higgins KTM
Dan Kauffman Hon
Walt Call Yam
30-40 INT
Gary Rost Hon
Dave Huerta Suz
Wes Hanson KTM
David Chaney Yam
Mike Holbrook Suz
30-40 EX
Ron Milligan Suz
30-40 MNY
Jamie Claason Kaw
Joe Casey Yam
Steve Presley Hon
Jim Lamkin Hon
OT JR
Loren Bolster Kaw
Paul DelosûReyes Hon
Cindy Foster Kaw
Randy Layne KTM
Cliff Kobernik Suz
OT INT
Monte Foster Kaw
Jr. Meusling Yam
Walt Call Yam
Bob Harrison Suz
Bob Comstock Suz
OT EX
Walt Smith Kaw
OT MNY
Jim Harris Kaw
Jim Lamkin Hon
Bob Leach Hon
Nick Rusinovich Kaw
Steve Presley Hon

Motocross Sacramento Raceway Sacramento, CA Oct. 22 By Jennifer Trimp

60
Ryan Wallace Kaw
80 BEG
Eddie Marsalla Suz
Cory Bunse Kaw
John Benevento Kaw
125 BEG
Marty Matthews Suz
Eric Williams Suz
Mike Miller Hon
Jonathon Meyer Hon
Wayne Ward Jr. Yam
125 JR
Sean Reath Suz
Pat Winters Suz
Dustin Lunde Suz
VET BEG
Brian Guyton Hon
Bob Mitchell Hon
Jim Breneisen Suz
Dan Mendoza Hon
Dan Augino Kaw
INT
Viktor Bolsec Hon
Shawn Parks Kaw
Vadimir Pazic Suz
500 AM
Andrew Mynatt Hon
Robert Austin Kaw

Motocross NESC Middleboro, MA Oct. 10 By Andy S. Calisewski

85
John Chirokas Suz
Andy Mathieu Hon
Jeff Bryant Suz
Matt Boron Kaw
David Berthiaume Hon
85 JR
Ryan O'Connell Yam
Jamie St. Don Yam
Bill Torello Kaw
Don Denham Kaw
Stephanie Perron Suz
85 ADV
Mike Umhoefer Yam
David Umhoefer Yam
Ryan O'Connell Yam
Jamie St. Don Yam
Bill Torello Kaw
125 BEG
Matt Gronowicz Hon
Adam Nason Kaw
David Peters Hon
Jeremy Flori Suz
Chris Mower Suz
125 JR
Brent McIntryre Suz
Bob Boord Hon
Bryan Cournoyer Kaw
Jamie St. Don
Eric Bascombe Hon
125 ADV
Jason Boron Kaw
Jim Brothers Kaw
Richard Rogers Hon
Pat Outericky Hon
Paul Mainville Hon
125 NOV
Joshua Nason Kaw
Randy LaPlante Hon
Matt Boulay Hon
Keith Rochette Hon
David Williams Kaw
200 NOV
Jim Kinsley Suz
John Sweeney Kaw
Mike Bissanti Kaw
John Makepeace Suz
Joe Regalia Hon
OPEN NOV
Jim Kinsley Suz
Jeff Mueller Hon
Kurt Cormier Suz
John Makepeace Suz
Frank McAlpine Yam
125 AM
Pat Outericky Hon
Ted Moneghan Hon
Matt Tremblay Kaw
Ken Germain Hon
Ricch Frank Hon
200 AM
Charles Morin Suz
Ed Gardner Yam
Mike Psaledas Suz
Chris Wimpheimer Hon
Bob Foster Hon
125 EX
Pat Barton Suz
Bill Dzielak Hon
Tony Lorusso Yam
Peter Olson Hon
Ed Lyons Suz
200 EX
Bill Dzielak Hon
Tony Lorusso Yam
Joe Mikalson Hon
Andy Catanzaro Hon
Tom Pierce Hon
30+ EX
Wemyss Scott Yam
Joe Mikalson Hon
John Camelio Hon
Jim Meenan Yam
Don Grahn Yam
35+ EX
Don Grahn Yam
Wemyss Scott Yam
Art Trahan Yam
David Clemence Hon
Tim Thomson Yam
30+ JR
Harry Alberts Yam
Don Parsons Yam
Joe Sohl Yam
Bob King Yam
Jack Flanagan Suz
40+
Joe Ferrini Yam
Ron Vincent Yam
Lou Colon Kaw
Merle Monroe Kaw
Don LaChappelle Yam
30-39+ BEG
Terry Byrne Hon
Marc Sleeper Kaw
Steve Chin Yam
Charles Bliss Yam
John Peterson Hon

Motocross NESC Southwick, MA Oct. 17 By Andy S. Calisewski

85 BEG
John Carroll Kaw
Matt Boron Kaw
David Aaskov Yam
David Bethiaume Hon
John Chirokas Suz
85 JR
Ben McCarthy Suz
Dan Pepoon Suz
T.J. Gulla Suz
Jeff Doane Kaw
Keith Partridge Kaw
85 ADV
Mike Umhoefer Yam
David Umhoefer Yam
Ben McCarthy Suz
Dan Pepoon Suz
125 BEG
Adam Nason Kaw
Jeremy Flori Suz
Ryan Geeleher Kaw
Zachary Beaudoin Yam
David Peters Hon
125 NOV
Rick Henry Hon
Randy Laplante Hon
Luke Dawson Suz
Nicolas Dorais Hon
Jeff Mousseau Suz
125 JR
Bob Boord Hon
Ian Price Yam
Brent McIntyre Suz
John Laroche Kaw
Matt Charron Suz
125 AM
Pat Outericky Hon
Ted Moneghan Hon
Marco Dube Suz
Mike Miceli Kaw
Rich Frank Hon
125 ADV
Jason Boron Kaw
Pat Outericky Hon
Jim Brothers Kaw
Gerry Lashway Kaw
Matt Tremblay Kaw
125 EX
Doug Henry Hon
John Dowd Kaw
Tony Lorusso Yam
Bill Dzielak Hon
Pat Barton Suz
200+ NOV
Bill York Hon
John Sweeney Kaw
Rick Patry Hon
Kevin Cass Hon
Paul Samuelson Hon
200 AM
Anthony Stack Kaw
Scott Almeida Suz
Marco Dube Hon
Mike Psaledas Suz
Dean Onners Suz
200+ EX
John Dowd Kaw
Bill Dzielak Hon
Pat Barton Suz
Tony Lorusso Yam
Keith Johnson KTM
OPEN NOV
Jeff Mousseau Suz
Matt Pagnozzi Kaw
John Sweeney Kaw
Paul Samuelson Hon
John Makepeace Suz
30+ JR
Tom Landry Suz
Steve Nowlan Hon
Russell House Kaw
Richard Barnaby Kaw
Ted Angelakis Yam
30+ EX
Wemyss Scott Yam
Joe Mikalson Hon
John Camelio Hon
Jim Meenan Yam
Tom Sonier Yam
35+ JR
Harry Alberts Yam
Don Parson Yam
John Bryant KTM
Joe Sohl Yam
Doug Pomeroy Hon
35+ EX
Wemyss Scott Yam
Jim Meenan Yam
Angelo Santaniello Hon
Tim Thomson Yam
David Clemence Hon
40+
Ron Vincent Yam
Joe Ferrini Yam
Merle Monroe Kaw
Dennis Makowski Hon
Ralph Louttit Suz
30-39+ BEG
Paul Cyr Suz
Bob Winslo Yam
Jon Ganzer Suz
Mike Forget Yam
Sean Hitzenbuhler Hon

Motocross Cedar Lake MX Park Byhalia, MS Oct. 24 By Norma Thompson

50
Jared Anderson Suz
60
Kevin Lambert Kaw
Dallas Williams Kaw
Lee Mansfield Kaw
Chris Anderson Kaw
80 JR
Richard Mansfield Kaw
Bradley Sneed Kaw
Kevin Lambert Hon
Michael Porter Yam
Jeff Burkett Kaw
80 SR
Jamie Thompson Kaw
Josh Lorenson Kaw
125 NOV
Kevin Clark Kaw
Bobby Mcbroom Yam
250 NOV
Shawn Thompson Kaw
Mike Griffen Suz
Gayland Bennett Hon
Kevin Clark Kaw
Rob Goddard Hon
250 INT/OPEN
Eric Jordan Hus
David Burnett Hon
Max Zeiner Yam
Mike Edwards Yam
Barton Ligon Hus
25+
David Burnett Hon
Mike Griffin Suz
Rob Goddard Hon
TRL/ENDR
Danny Burch Hon
Doug White Hon

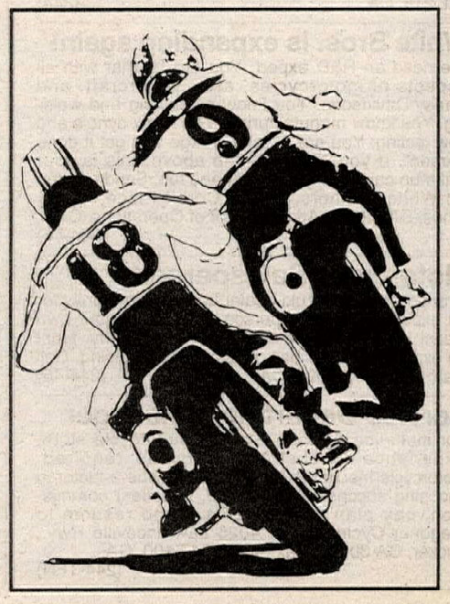
Drag Racing IDBA Memphis Motorsports Park Memphis, TN Oct. 24

TOP FUEL
Tony Lang
Neal Lane
PRO COMP
Scott Crippen
Mike Wettstein
PRO STK
Dave Schultz
Paul Gast
TOP GAS
Roger Franke
Charlie Prophit
S/COMP
Jimmy Mullen
Ray Scheffer
PRO GAS
Mike Russell
Jim Woodson
S/GAS
James Williams
Brian Breaux
S/STR
Kelcie Card
Scott Carlile
S/ELIM
Jace Wooldridge
John Watson
ET BRKT
Jon Binns
Jimmy Smarjef
ET STR
Kent Stotz
Jerry Hurley

Motocross NESC Middleboro, MA Oct. 24 By Andy S. Calisewski

85 BEG
Jody Galumba Kaw
John Carroll Yam
Todd Santheson Suz
Brian LaLumiere Suz
Ryan Pocock Hon
85 JR
Ben McCarthy Suz
Dan Pepoon Suz
Jamie St. Don Yam
Bill Torello Kaw
Jeff Cook Yam
125 BEG
Jeremy Flori Suz
Kevin Fleury Kaw
Jeff St. Pierre Suz
Chris Mower Suz
Paul Dumontier Kaw
125 NOV
Randy LaPlante Hon
Ron Sabin Suz
Derek Franklin Yam
Frank Forpela Kaw
Alex Westhaver Hon
125 JR
Brent McIntyre Suz
Bob Boord Hon
Jamie St. Don Kaw
Travis Lauritsen Kaw
Mike Willett Suz
125 AM
Matt Tremblay Kaw
Rich Frank Hon
Ken Germasin Hon
Mike Miceli Kaw
Ted Moneghan Hon
125 ADV
Pat Outericky Hon
Jason Boron Kaw
Jim Brothers Kaw
Matt Tremblay Kaw
Tim Christiansen Suz
125 EX
John Dowd Kaw
Pat Barton Suz
Ed Lyons Suz
Bill Dzielak Hon
Peter Olson Hon
200+ AM
Dean Onners Suz
Steve Jason Suz
Mike Psaledas Suz
Chris Wimpheimer Hon
Joe Russo Jr. Kaw
200+ NOV
John Sweeny Kaw
John Makepeace Suz
Mike Thompson Suz
Keith Melanson Hon
Troy Rubner Yam
200+ EX
John Dowd Kaw
Keith Johnson KTM
Brian Austin Hon
Pat Barton Suz
Bill Dzielak Hon
OPEN NOV
John Sweeny Kaw
John Makepeace Suz
Mike Thompson Suz
Keith Melanson Hon
Troy Rubner Yam
30+ JR
Steve Nowlan Hon
Gene Garneau Hon
Don Parson Yam
Russell House Kaw
John Becker Yam
30+ EX
Joe Mikalson Hon
John Camelio Hon
Jim Meenan Yam
Tim Teves Hon
Tom Sonier Yam
35+ JR
Don Parson Yam
Joe Sohl Yam
Bob King Yam
Bill Donaghy Suz
Bob Baer Kaw
35+ EX
Jim Meenan Yam
David Clemence Hon
Art Trahan Yam
Rick Marshall Yam
Nick Duprey Suz
40+
Joe Ferrini Yam
Lou Colon Kaw
Merle Monroe Kaw
Don LaChappelle Yam
Wayne Knight Hon
30-39+ BEG
Marc Sleeper Kaw
Robert Winslow Yam
Mike Forget Yam
Chris McGrath Yam
Terry Bryne Hon

Send results of races ASAP after the event to : Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.



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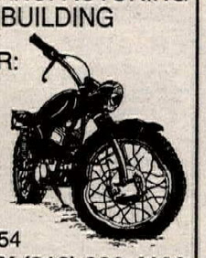

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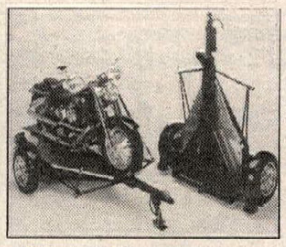

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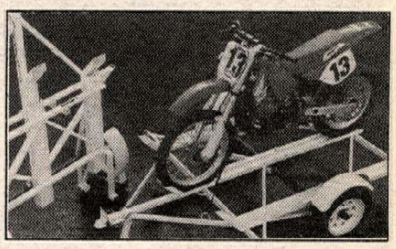

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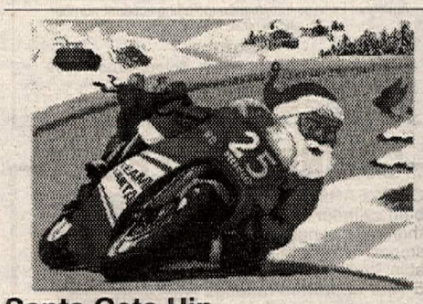

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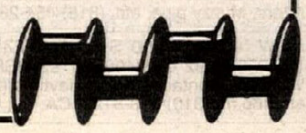

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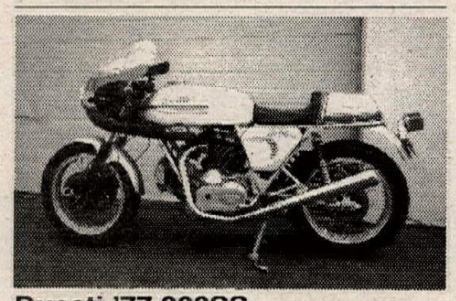

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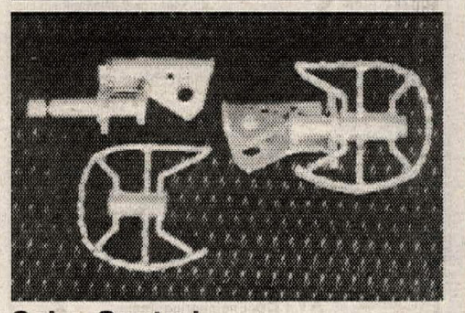

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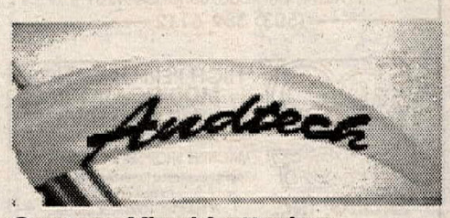

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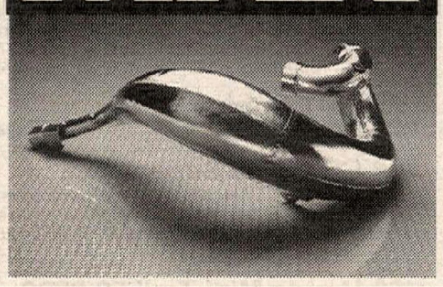

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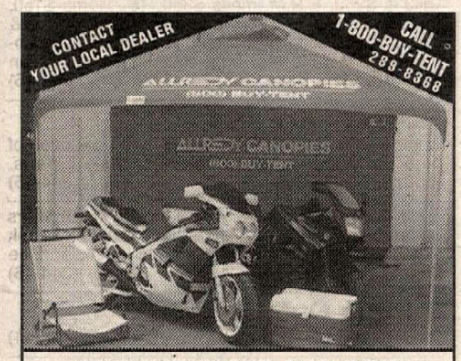

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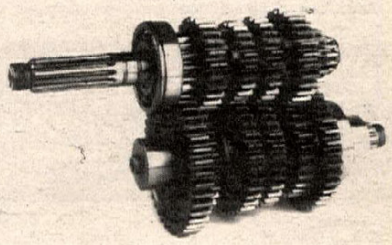

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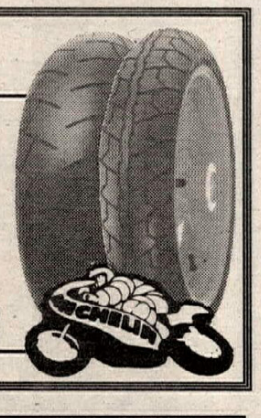

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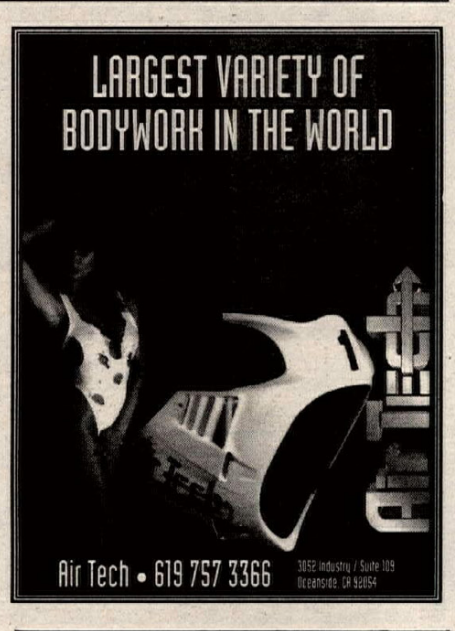

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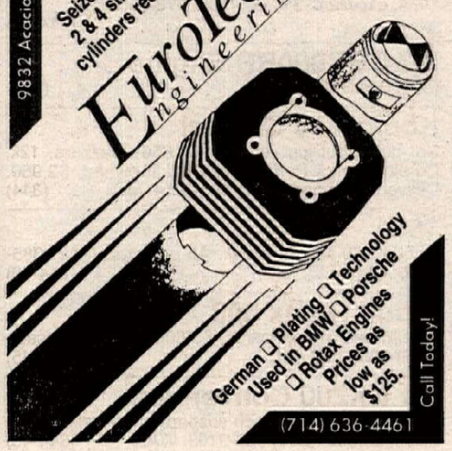

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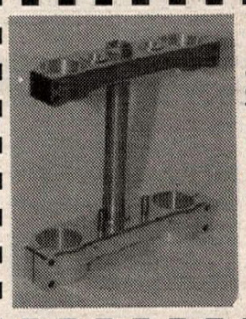

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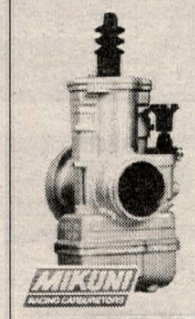

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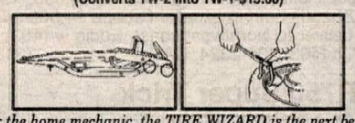

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